

A G E N D A

NATURAL RESOURCES ITEMS FOR

TRANSPORTATION AND NATURAL RESOURCES COMMITTEE - STATE ADMINISTRATIVE BOARD

Transportation and Natural Resources - January 26, 2005 - 3:30 P.M.
State Administrative Board Meeting - February 1, 2005 - 11:00 A.M.

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MINERAL LEASES

1. Direct Metallic Mineral Leases (16) - Development And Development with Restrictions: Trans Superior Resources of West Vancouver, British Columbia, Canada, 4,903.89 acres, more or less, State-owned fee and minerals, located in Sections 11-15, 21, 24, 25 and 36, T47N, R41W, Marenisco Township, Gogebic County and Sections 4-6, 8, 9, 18 and 19, T47N, R40W, McMillan Township, Ontonagon County.

Terms: Ten-year term, standard rental (\$3.00 per acre), royalty (2 to 7 percent) and bonus consideration \$9,807.78 (\$2.00 per acre).

2. Direct Metallic Mineral Leases (11) - Development, and Development with Restrictions (Navy ELF ROW has "restricted surface use" and is now decommissioned): Prime Meridian Resources, Inc. of Fond du Lac, Wisconsin, 5,901.58 acres (now 2,528.28 acres), more or less, of State-owned fee and minerals, located in Sections 7 and 18, T43N, R28W, Sections 10-14, T43N, R29W, Felch Township and Sections 1-3, T44N, R29W, Sagola Township, Dickinson County and Section 34, T45N, R29W, Humboldt Township, Marquette County.

Terms: Ten-year term, standard rental (3.00 per acre), royalty (2 to 7 percent), and bonus consideration of \$5,056.56 (\$2.00 per acre).

3. Direct Metallic Mineral Leases (12) - Development and Development with Restrictions: Prime Meridian Resources, Inc. of Fond du Lac, Wisconsin, 3,026.58 acres, more or less, of State-owned fee and minerals, located in Sections 5 -10, 15, 22, 26, 27, 34 and 35, T43N, R31W, Mansfield Township, Iron County.

Terms: Ten-year term, standard rental (3.00 per acre), royalty (2 to 7 percent), and bonus consideration of \$9,079.74 (\$3.00 per acre).

4. Direct Metallic Mineral Leases (12)- Development and Development with Restrictions: Trans Superior Resources of West Vancouver, British Columbia, Canada, 3,909.61 acres (now 685.12 acres), more or less, of State-owned fee and minerals, located in Section 3, T50N, R38W, Sections 21, 22 and 27 through 33, T51N, R37W and Sections 35 and 36, T51N, R38W, Greenland Township, Ontonagon County.

Terms: Ten-year term, standard rental (3.00 per acre), royalty (2 to 7 percent), and bonus consideration of \$2,055.36 (\$3.00 per acre).

5. Two Direct Metallic Mineral Leases (2) - Development and Development with Restrictions: Keweenaw Exploration Company, Ontonagon, Michigan, 135 acres, more or less, of State-owned fee and minerals, located in Sections 35 and 36, T51N, R38W, Greenland Township, Ontonagon County.

Terms: Ten-year term, standard rental (3.00 per acre), royalty (2 to 7 percent), and bonus consideration of \$405.00 (\$3.00 per acre).

6. Direct Metallic Mineral Leases (10)- Development and Development with Restrictions: Prime Meridian Resources of Fond du Lac, Wisconsin, 2,319.96 acres, more or less, State-owned fee and mineral rights, located in Section 32, T47N, R31W, Spurr Township, Baraga County, Section 13, T42N, R29W, Felch Township, Dickinson County, Sections 4, 6, and 8 through 10, T45N, R31W, Mansfield Township and Sections 5, 8, and 30, T46N, R31W, Crystal Falls Township, Iron County.

Terms: Ten year term, standard rental (\$3.00 per acre), royalty (2 to 7 Percent) and bonus consideration \$6,959.88 (\$3.00 per acre).

7. Direct Metallic Mineral Leases (5) - Development: Prime Meridian Resources of Fond du Lac, Wisconsin, 1,238.63 acres, more or less, State-owned fee and mineral rights, located in Section 18, T46N, R33W, and Sections 13, 14, 23, and 24, T46N, R34W, Hematite Township, Iron County.

Terms: Ten year term, standard rental (\$3.00 per acre), royalty (2 to 7 percent), and bonus consideration of \$3,715.89 (\$3.00 per acre).

8. Direct Nonmetallic Sand and Gravel Mineral Lease - Development: Crawford County Road Commission of Grayling, Michigan, 40 acres, more or less, of State-owned fee and minerals, located in Section 16, T25N, R03W, Beaver Creek Township, Crawford County.

Terms: Seven (7) year lease with a possible three (3) year extension, if in the best interest of the State. County Road Commission royalty rates of \$0.22 per ton for sand and \$0.45 per ton on gravel.

9. Direct Oil and Gas Lease - Development: Meridian Energy Corporation of Haslett, Michigan, 40.00 acres, more or less, of Department of Natural Resources, State-owned minerals located in Section 9, T30N, R05W, Star Township, Antrim County.

Terms: One-year term, two one-year extension options, 3/16 royalty, \$4,800.00 bonus consideration (\$120.00 per acre), and a \$2.00 per acre annual rental.

Items 1 and 2 were approved by the Director of the Department of Natural Resources on April 2, 2004. Items 3, 4, and 5 were approved September 9, 2004, Item 6 was approved October 7, 2004, and Item 7 was approved December 9, 2004. Items 8 and 9 were approved by the Chief of Forest, Mineral and Fire Management, Department of Natural Resources on January 4, 2005. All Metallic Lease

Nominations have been on-hold, pending a comprehensive review of the Metallic Lease and the Metallic Mining programs, which has now been completed. The form of legal documents involved in these transactions has previously been approved by the Attorney General.

I recommend approval.

Respectfully submitted:
Department of Natural Resources

By: _____
Mary Uptigrove, Acting Manager
Mineral and Land Management Section
Forest, Mineral and Fire Management

AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

T&NR Meeting: January 26, 2005 – North Central Conference Room,
4th Floor, Treasury Building, 3:30 PM

State Administrative Board Meeting: February 1, 2005 - 1921 Department of Conservation Room,
7th Floor, Mason Building, 11:00 AM

SUBCONTRACTS

- | | | | |
|----|---|---|-----------------|
| 1. | Pyramid Paving Co. 2986 Melanie Lane West Branch, MI 48661 | Cold Milling & Resurfacing | \$73,714 |
|----|---|---|-----------------|

Approval is requested to authorize the Roscommon County Road Commission to award a subcontract for the cold milling and resurfacing of badly cracked and deteriorating parking areas and ramps at the 9 Mile Hill Rest Area on I-75 in Roscommon County. The project was advertised, and three bids were received. The lowest bid was selected. The contract will be in effect from the date of award through May 20, 2005. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To prevent further deterioration on the ramps and parking area.

Benefit: The contract will provide for safer parking areas and ramps at the 9 Mile Hill Rest Area. It will also help to reduce winter maintenance costs.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on an estimated amount. If the actual cost is within 6 percent of the estimate, the extra can be paid without further SAB approval.

Risk Assessment: The road surface on the ramp is becoming unsafe for motorists. If duties are not performed, the overpass could become hazardous for the traveling public.

Cost Reduction: The project was competitively bid and advertised; the low bidder was selected.

Selection: Low bid.

New Project Identification: This is routine maintenance and not a new project.

Zip Code: 48661.

CONTRACTS

2. *EXECUTIVE (Office of Economic Development and Enhancement) - SIB Loan
Contract (2005-0064) between MDOT and the City of Highland Park is a state infrastructure bank (SIB) loan to assist the City of Highland Park in financing transportation infrastructure improvements through the Oakland Street Project. The loan will allow the City of Highland Park to resurface Oakland Street from the south city limits to M-8 to complete long overdue road projects as part of its revitalization efforts. MDOT will loan \$584,500 at 2 percent interest to the City of Highland Park. The contract will be in effect from the date of award through March 31, 2031. Source of Funds: SIB Loan Funds - \$584,500.

Purpose/Business Case: This contract will provide a state infrastructure bank loan to the City of Highland Park for the resurfacing of Oakland Street from the south city limit to M-8.

Benefit: The city is working with the MDOT and the Wayne County Road Commission to complete some of long overdue road projects in the area as part of its revitalization efforts.

Funding Source: State Infrastructure Bank Loan Funds - \$584,500.

Commitment Level: Contract is for a fixed amount.

Risk Assessment: If the city does not receive the loan, it may not be able to improve this route, which would impact the revitalization plans of the city.

Cost Reduction: Loan only covers costs not available from other sources.

Selection: N/A.

New Project Identification: Repair of existing road.

Zip Code: 48203.

3. *HIGHWAYS – Increase Services and Amount
Amendatory Contract (2000-0060/A6) between MDOT and HNTB Michigan, Inc., will provide for the addition of services for pavement design, drainage plans, railroad track plans, approaches, sewer work, and rerouting of traffic due to the closure of I-75 to through traffic during construction for the revisions of the Ambassador Gateway Project and will increase the contract amount by \$1,249,689.03. This construction is due to the complete revision of the original design from the 1999 concept as developed by MDOT and the Detroit International Bridge Company (DIBC). This amendment will address long-term congestion mitigation issues and provide direct access improvements between the Ambassador Bridge and freeways I-75 and I-96. The original contract provides for the design of I-75 and I-96 from West Grand Boulevard to the Conrail Overpass (Ambassador Bridge/Gateway Project) in Wayne County. The contract term remains unchanged, April 12, 2000, through December 31, 2005. The revised total contract amount will be \$17,753,583.94. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: Additional services for the Ambassador Gateway Project are required due to the need for the following additional tasks: (1) Traffic modeling – the maintenance of traffic (MOT) plan proposes the closure of I-75 to through traffic during construction, which will result in substantial changes in freeway and local traffic patterns surrounding the project area. The consultant will first evaluate existing traffic conditions (before construction), then evaluate traffic impacts during construction, identify causes of congestion, and develop alternative solution scenarios. (2) Design of traffic signal modifications, system interconnections, and geometric improvements of proposed truck detour route(s) during construction and road reconstruction. (3) Revision of design plans due to change in pavement design. (4) Survey and design of appropriate bridge approaches, lighting plans, utility relocation plans for Joy Road and Maplewood Avenue over I-96 (S33 and S34). (5) Preparation of the Detroit Water and Sewerage Department 66-foot watermain along East Service Drive between Bagley Street and Vernor. (6) Additional landscape design of apron area east of Bagley Pedestrian Bridge. (7) Design, preparation, and submission of plans, specifications, and cost estimates for temporary earth retention system for X02 of 82194;

* Denotes a non-standard contract/amendment

revision of final plans, specifications, and cost estimates for railroad track plans due to change in railroad property ownership and the number of tracks needing service during construction (includes submittals and review by Canadian Pacific Railway and Conrail). (8) Rock coring and determination of 108-foot storm sewer location.

Benefit: The Ambassador Bridge/Gateway Project will address long-term congestion mitigation issues and provide direct access improvements between the Ambassador Bridge and freeways I-75 and I-96. The project includes reconstruction of the I-75/I-96 mainline from south of Grand Boulevard to the existing Conrail bridge. The Ambassador Bridge is the busiest border crossing in North America. Trade over this facility is increasingly important to Michigan's and the entire nation's economy. Minimizing border crossing times and maximizing the predictability of crossing times is very important to industries on both sides of the border that rely on "just in time" deliveries. The proposed project will reduce cross-border travel times and increase their predictability. The value of the project and freeway connection to and from the Ambassador Bridge to local, state, and international trade is reflected in the three objectives that construction of the project will meet: (1) improvement of direct access between the Ambassador Bridge and the state trunkline system, including Clark and Fort Streets (M-85) and I-75 and I-96; (2) accommodation of a potential future second span of the Bridge; and (3) accommodation of access to a proposed welcome center at the U.S. entrance to the Bridge, to be developed as a separate project.

Funding Source: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If the design of this project does not continue, construction can not occur and the proposed Gateway project that includes a direct connection between the Ambassador Bridge and I-75/I-96 can not be completed. Also, there will be adverse impact on and potential indefinite delay of Ambassador Bridge plaza expansion projects funded by the U.S. General Services Administration (\$25 million project) and by the DIBC (approximately \$30 million project) and indefinite delay of proposed plans for construction of a new border crossing proposed by the Detroit River Tunnel Partnership that would use ramp and service drive connections constructed by MDOT as part of the Gateway Project.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Quality-based.

New Project Identification: This is a rehabilitation project.

Zip Code: 48209.

4. HIGHWAYS – Increase Services and Amount, Extend Term

Amendatory Contract (2001-0073/A4) between MDOT and Automobile Club of Michigan will provide for an additional eight months of services, will increase the contract amount by \$980,517.98, and will extend the contract term by approximately eight months to provide for uninterrupted Freeway Courtesy Patrol services. Extending this contract will ensure that there is no suspension of roadside assistance services while bid documents are developed and funding is secured for services beyond fiscal year 2005. The original contract provides for the patrol of segments of the freeway system in Wayne, Oakland, and Macomb Counties for the assistance of stranded motorists and allows for two one-year contract extensions. The revised contract term will be January 1, 2001, through September 30, 2005. The revised total contract amount will be \$5,716,677.55. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: The Freeway Courtesy Patrol assists stranded motorists throughout the Southeast Michigan freeway system, providing benefits not only to those assisted but also to other motorists due to lower traffic congestion and safer driving conditions. This contract provides for roughly half of the Freeway Courtesy Patrol fleet and route coverage.

Benefit: Extending the existing contract will ensure continuous services that provide for increased traffic safety and mobility.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

* Denotes a non-standard contract/amendment

Risk Assessment: Failure to approve this amendment would result in disruption to the Freeway Courtesy Patrol program and suspension of roadside assistance services.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Quality-based.

New Project Identification: This amendment will provide for the continuation of an existing program.

Zip Code: 48126.

5. *HIGHWAYS - IDS Time Extension

Retroactive Amendatory Contract (2002-0121/A2) between MDOT and Monument Engineering, Inc., will retroactively extend the contract term by approximately six months to provide sufficient time for the consultant to complete ongoing construction engineering services, including work under authorization (Z1), for which extra time is needed because of construction delays due to inclement weather, unforeseen asbestos removal, a region wide power outage, and the need to obtain additional approval from the county for pole relocation. The original contract, which expired on September 20, 2004, provided for construction engineering services to be performed on an as needed/when needed basis. No new authorizations will be issued under this contract. The revised contract term will be September 20, 2001, through March 31, 2005. The maximum dollar amount of the contract remains unchanged at \$4,000,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Purpose/Business Case: To allow for various engineering services for on-going projects authorized under this IDS contract to be considered for time extension when conditions warrant. Authorizations in need of time extension will be individually approved by the State Administrative Board. No new authorizations will be issued under this contract.

Benefit: The benefit of this time extension is that authorizations written under this IDS contract can be extended, pending State Administrative Board approval.

Funding Source: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The risk of not approving this time extension is that the consultant will not be able to complete work on projects authorized separately under this IDS contract that may be in need of additional time.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Quality-based.

New Project Identification: This is not a new project.

Zip Code: 48079.

6. HIGHWAYS - IDS Construction Engineering Services

Retroactive Authorization Revision (Z1/R1) under Contract (2002-0121) between MDOT and Monument Engineering, Inc., will retroactively extend the authorization term by approximately six months to allow for reimbursement of costs incurred after the original expiration date of September 20, 2004, and to allow time for the consultant to complete ongoing services and will increase the authorization amount by \$10,500. Construction delays due to inclement weather, unforeseen asbestos removal, a region wide power outage, and the need to obtain additional approval from the county for pole relocation caused delays in the construction engineering services. The original authorization, which expired on September 20, 2004, provided for statewide concrete coring services. The revised authorization term will be September 20, 2001, through March 31, 2005. The revised authorization amount will be \$134,535.84. The contract term (see previous item) will be September 20, 2001, through March 31, 2005. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

* Denotes a non-standard contract/amendment

Purpose/Business Case: To allow for reimbursement of costs incurred after the original expiration date of September 20, 2004, and to allow time to complete ongoing services

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Failure to provide project administration will result in an unsatisfactory product.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Quality-based.

New Project Identification: This is not a new project.

Zip Code: 48079.

7. HIGHWAYS - Cost Participation for Construction Contract

Contract (2004-5343) between MDOT and the City of Niles will provide for participation in the following improvements:

Construction of storm sewer and related facilities in the area bordered by Sycamore Street, 4th Street, Main Street, and Front Street and benefiting the US-12 business route, the US-31 business route, and M-51.

Estimated Funds:

| | |
|----------------------------------|------------------|
| State Restricted Trunkline Funds | \$146,943 |
| City of Niles Funds | <u>\$439,262</u> |
| Total Funds | <u>\$586,205</u> |

MDA 84900 - 81373; Berrien County
Local Letting

Purpose/Business Case: Combined Sewer Separation Project.

Benefit: Will provide for the drainage of storm water from portions of the US-12 business route (BR), the US-31 BR, and M-51.

Funding Source: State Trunkline and Bridge Construction Funds; City of Niles Funds; no Build Michigan III Funds.

Commitment Level: 25.07% state funds; 74.93% City of Niles Funds.

Risk Assessment: Contaminated water flowing into St. Joseph River during intense periods of rainfall.

Cost Reduction: Low bid by City of Niles and concurrence by MDOT Southwest Region.

Selection: N/A; low bid for subcontract.

New Project Identification: Construction of new storm sewer system.

Zip Code: 49120.

8. HIGHWAYS - Cost Participation for Local Agency Preliminary Engineering
Contract (2004-5434) between MDOT and the Genesee County Road Commission will provide for funding participation in the following improvements utilizing Transportation Economic Development Category C Funds:

The performance of preliminary engineering activities for the reconstruction and widening work at the intersection of Perry Road and Belsay Road.

Estimated Funds:

| | |
|---|-----------------|
| State Restricted Economic Development Funds | \$49,200 |
| Genesee County Road Commission Funds | <u>\$12,300</u> |
| Total Funds | <u>\$61,500</u> |

EDC 25544 - 81005

Preliminary Engineering

Purpose/Business Case: To financially assist with and invest in roadway improvements related to economic development and the betterment of the state all-season road network under Public Act 231.

Benefit: Design improvements to support economic growth, reduce traffic congestion, and upgrade the state all-season road system.

Funding Source: State Restricted Economic Development Funds and Genesee County Road Commission Funds.

Commitment Level: 80% state funds, 20% Genesee County Road Commission funds; based on estimate.

Risk Assessment: Without financial assistance, the County might not be able to afford the design, nor the future construction, of the above described roadway improvement, which could result in a loss of development opportunities.

Cost Reduction: Estimate reviewed to make sure costs are reasonable and valid.

Selection: N/A; quality-based for subcontract.

New Project Identification: Design improvements for existing roadway.

Zip Code: 48439.

9. HIGHWAYS - Cost Participation for Local Agency Construction Contract
Contract (2004-5498) between MDOT and Shiawassee County will provide for funding participation in the following improvements:

Remonumentation of six government corners located along Highway M-21 from Gould Street easterly to Sylvia Drive. Corner codes in Township 7 North, Range 3 East, include B-7, C-7, D-7, E-7, F-7, and G-7, as shown on the survey scope described in Exhibit PLSS; all are located in Caledonia Township, Shiawassee County, Michigan.

Estimated Funds:

| | |
|----------------------------------|----------------|
| State Restricted Trunkline Funds | <u>\$5,100</u> |
| Total Funds | <u>\$5,100</u> |

BI04 76062 - 75612

Local Letting

Purpose/Business Case: To financially assist with and invest in adequate survey controls needed for future road projects.

Benefit: To provide necessary and accurate survey information for the design and construction of future road projects.

Funding Source: State funds.

Commitment Level: 100% state funds; based on established cost per government corner.

Risk Assessment: MDOT would be unable to establish survey control for future road projects.

Cost Reduction: Costs per governmental corner are negotiated based on needed service.

Selection: N/A.

New Project Identification: Reestablishment and replacement of survey corners.

Zip Code: 48867.

10. HIGHWAYS - Railroad Grade Crossing Improvement Contract

Contract (2004-5508) between MDOT and the City of Detroit will provide for participation in the following improvements:

Traffic signal interconnection work at the at-grade crossing of the tracks of CSX Transportation, Inc., with Jefferson Avenue (National Inventory #477 266 D) in the city of Detroit, Michigan.

Estimated Funds:

| | |
|--------------------------------------|----------------|
| Federal Highway Administration Funds | \$7,360 |
| State Restricted Trunkline Funds | \$1,840 |
| City of Detroit Funds | \$ 0 |
| Total Funds | <u>\$9,200</u> |

STR 82099 – 81577; Wayne County
Railroad Force Account

Purpose/Business Case: To financially assist with and invest in highway-railroad grade crossing improvements to enhance motorist safety.

Benefit: Increased motorist safety at highway-railroad grade crossing.

Funding Source: Federal Surface Transportation Program Rail Highway Safety Funds and State Rail Grade Crossing Funds.

Commitment Level: 80% federal funds, 20% state funds; based on estimate.

Risk Assessment: Loss of opportunity to enhance motorist safety at highway-railroad grade crossing.

Cost Reduction: Local agency to perform the work at a cost determined to be at least six (6) percent less than if it were contracted.

Selection: N/A.

New Project Identification: Improvement of existing highway-railroad grade crossing.

Zip Code: 48209.

11. HIGHWAYS - Cost Participation for Local Agency Construction Contract
Contract (2004-5531) between MDOT and the Saginaw County Road Commission will provide for funding participation in the construction under contract by the County of the following Transportation Enhancement improvements:

Non-motorized path work along the Consumers Energy Company right-of-way running parallel to Trautner Road from approximately 1225 feet west of Mackinaw Road easterly to Bay Road (Highway M-84) and from approximately 1230 feet west of Davis Road easterly to approximately 1310 feet east of Davis Road and non-motorized path work along Bay Road (Highway M-84) from the Consumers Energy Company right-of-way northerly approximately 585 feet.

Estimated Funds:

| | |
|--------------------------------------|---------------------|
| State Restricted Trunkline Funds | \$247,007.00 |
| Saginaw County Road Commission Funds | <u>\$ 61,751.75</u> |
| Total Funds | <u>\$308,758.75</u> |

M 73900 - 73865
Local Letting

Purpose/Business Case: To provide funding for transportation enhancement activities.

Benefit: Pedestrian and bicycle facilities.

Funding Source: State Trunkline funds, Bridge Construction Funds, and Saginaw County Road Commission Funds.

Commitment Level: 80% state funds up to \$247,007 and the balance by Saginaw County Road Commission; based on estimate.

Risk Assessment: With contract, MDOT will be able to follow through on its intent to have this project funded and the financial assistance will allow the County to be able to build this project.

Cost Reduction: Low bid.

Selection: N/A; low bid for subcontract.

New Project Identification: New pedestrian and bicycle facilities.

Zip Code: 48604.

12. HIGHWAYS - Cost Participation for Local Agency Construction Contract
Amendatory Contract (2004-5551) between MDOT and the Monroe County Road Commission will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development Category A Funds:

Reconstruction work along Ann Arbor Road from Hatter Road to Cone Road.

The purpose of this amendment is to provide for the increase in the maximum amount of State Transportation Economic Development Funds (from \$1,014,944 to \$1,199,391) to be applied to the eligible items of the project cost.

Estimated Funds:

| | <u>ORIGINAL</u> | <u>AMEND.</u> | <u>TOTAL</u> |
|---|--------------------|--------------------|--------------------|
| State Restricted Economic Development Funds | \$1,014,944 | \$ 184,447 | \$1,199,391 |
| Monroe County Road Commission Funds | <u>\$ 545,056</u> | <u>\$(184,447)</u> | <u>\$ 360,609</u> |
| Total Funds | <u>\$1,560,000</u> | <u>\$ 0</u> | <u>\$1,560,000</u> |

EDA 58522 – 80652

Amendment

Purpose/Business Case: To amend original contract to increase the maximum amount of State Transportation Economic Development Funds (from \$1,014,944 to \$1,199,391) to be applied to the eligible items of the project cost.

Benefit: This additional funding will allow the County to pay for unforeseen cost increases in the diamond grinding work that resulted from changes in the specifications made by MDOT.

Funding Source: State Transportation Economic Development Funds and Monroe County Road Commission Funds.

Commitment Level: 89% state funds up to \$1,199,391 and the balance by the Monroe County Road Commission; based on estimate.

Risk Assessment: With amendment, the County is able to improve the roadway based on the original design, which provides a more consistent and better product than if the design had to be modified due to tighter constraints on the budget.

Cost Reduction: N/A. (Original was for low bid.)

Selection: N/A; low bid for subcontract.

New Project Identification: N/A. (Original was to improve existing roadway.)

Zip Code: 48131.

13. HIGHWAYS - Cost Participation for Local Agency Preliminary Engineering

Contract (2004-5559) between MDOT and the Genesee County Road Commission will provide for funding participation in the following improvements utilizing Transportation Economic Development Category C Funds:

The performance of preliminary engineering activities for the reconstruction and widening work along Hill Road from Center Road to Genesee Road.

Estimated Funds:

| | |
|---|------------------|
| State Restricted Economic Development Funds | \$ 96,000 |
| Genesee County Road Commission Funds | <u>\$ 24,000</u> |
| Total Funds | <u>\$120,000</u> |

EDC 25402 - 81678

Preliminary Engineering

Purpose/Business Case: To financially assist with and invest in roadway improvements related to economic development and the betterment of the state all-season road network under Public Act 231.

Benefit: Design improvements to support economic growth, reduce traffic congestion, and upgrade the state all-season road system.

Funding Source: State Transportation Economic Development Funds and Genesee County Road Commission Funds.

Commitment Level: 80% state funds, 20% Genesee County Road Commission funds; based on estimate.

* Denotes a non-standard contract/amendment

Risk Assessment: Without financial assistance, the County may not be able to afford the design, nor the future construction, of the above described roadway improvement, which could result in a loss of development opportunities.

Cost Reduction: Estimate reviewed to make sure costs are reasonable and valid.

Selection: N/A; quality-based for subcontract.

New Project Identification: Design improvements for existing roadway.

Zip Code: 48439.

14. *HIGHWAYS - Design Consultant Services

Contract (2005-0049) between MDOT and Rowe, Inc., will provide for design services to be performed on I-75 from Birch Run Creek to Bridgeport, Saginaw County (CS 73171 - JN's 75246C,75292C). Work items will include complete pavement rehabilitation and reconstruction with median/drainage enclosure on the northbound and southbound roadways. This contract will be in effect from the date of award through February 1, 2008. The contract amount will be \$1,036,663.47. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: Project limits are I-75 northbound and southbound from Birch Run Creek to Bridgeport. The existing roadbed is in poor condition. MDOT is rehabilitating the roadway to improve the freeway condition on I-75, improving the road surface, drainage, and safety.

Benefit: Will provide a safe, smooth ride for motoring public. Improvement of the freeways to meet MDOT freeway strategies.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The existing roadway is in poor condition; if it is not rehabilitated, the road will continue to deteriorate and eventually fail, which would be more expensive to repair. The poor road condition leads to poor drainage and unsafe driving conditions. I-75 is a very heavily traveled route.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Quality-based.

New Project Identification: This is not a new project.

Zip Code: 48722.

15. HIGHWAYS - IDS Engineering Services

Contract (2005-0050) between MDOT and Surveying Solutions, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

16. HIGHWAYS - IDS Engineering Services

Contract (2005-0054) between MDOT and Abonmarche Consultants, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

17. HIGHWAYS - IDS Engineering Services
Contract (2005-0055) between MDOT and Aerocon Photogrammetric Services, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$50,000, and the maximum amount of any authorization will be \$50,000. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
18. HIGHWAYS - IDS Engineering Services
Contract (2005-0057) between MDOT and Aero-Metric, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
19. HIGHWAYS - IDS Engineering Services
Contract (2005-0060) between MDOT and BRI, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
20. HIGHWAYS - IDS Engineering Services
Contract (2005-0061) between MDOT and Flint Survey and Engineering Company will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
21. HIGHWAYS - IDS Engineering Services
Contract (2005-0062) between MDOT and Martinez Corporation will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

22. MULTI-MODAL – Railroad Force Account Work

Authorization (82076-82891), under Master Agreement (94-0803), dated July 28, 1994, between MDOT and Consolidated Rail Corporation (Conrail) will provide funding for the installation of a new flashing-light signal with half-roadway gate and an interconnection with the adjacent Canadian National Railway (CN) tracks at the grade crossing of Vreeland Road in Trenton, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing prioritization program, will enhance motorist safety. The authorization will be issued under the provisions of the Master Agreement and a Local Agency Application submitted by the Wayne County Department of Public Services and approved on December 22, 2004. The total cost of the project is estimated at \$101,134.25. Source of Funds: Federal Highway Administration Funds - \$80,907.40; FY 2005 State Restricted Trunkline Funds - \$20,226.85.

Purpose/Business Case: The project will provide for the installation of a new flashing-light signal with half-roadway gate and an interconnection with the adjacent CN tracks at the grade crossing of Vreeland Road in Trenton, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken to enhance motorist safety as determined necessary by representatives of the Wayne County Department of Public Services, Conrail, and MDOT's Rail Safety Section.

Funding Source: Funding for this project is provided by federal and state dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130 and MCLA 247.660 (1)(a), respectively. Federal Highway Administration Funds - \$80,907.40; FY 2005 State Restricted Trunkline Funds - \$20,226.85.

Commitment Level: The authorization amount is based on Conrail's estimate. All costs will be paid on a force account basis.

Risk Assessment: The crossing was selected for safety enhancement as part of MDOT's prioritization process due to two crashes that have occurred at this location within the previous five years. The crossing includes tracks owned by CN as well as Conrail. The installation of a new flashing-light signal with half-roadway gate and an interconnection with the CN tracks will provide additional protection for motorists.

Cost Reduction: The work will be performed by Conrail on a force account basis so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of Conrail and the Wayne County Department of Public Services.

Selection: N/A.

New Project Identification: This is an upgrade to an existing crossing.

Zip Code: 48183.

23. MULTI-MODAL – Railroad Force Account Work

Authorization (82076-82897), under Master Agreement (94-0803), dated July 28, 1994, between MDOT and Consolidated Rail Corporation (Conrail) will provide funding for the installation of flashing-light signals and a side-light facing an intersecting roadway at the grade crossing of Lathrop Road in Trenton, Michigan. This work, to be undertaken in conjunction with the closure of three grade crossings in Trenton, will enhance motorist safety. The authorization will be issued under the provisions of the Master Agreement and a Local Agency Application submitted by the City of Trenton and approved on December 21, 2004. The total cost of the project is estimated at \$93,072.14. Source of Funds: Federal Highway Administration Funds - \$74,457.71; FY 2005 State Restricted Trunkline Funds - \$18,614.43.

Purpose/Business Case: The project will provide for the installation of flashing-light signals and a side-light facing an intersecting roadway at the grade crossing of Lathrop Road in Trenton, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken to enhance motorist safety as determined necessary by representatives of the City of Trenton, Conrail, and MDOT's Rail Safety Section.

Funding Source: Funding for this project is provided by federal and state dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130 and MCLA 247.660 (1)(a), respectively. Federal Highway Administration Funds - \$74,457.71; FY 2005 State Restricted Trunkline Funds- \$18,614.43.

Commitment Level: The authorization amount is based on Conrail's estimate. All costs will be paid on a force account basis.

Risk Assessment: The Trenton City Council voted to close three crossings, including one in the vicinity of Lathrop Road. This will increase traffic on Lathrop Road. The installation of flashing-light signals and a side-light facing an intersecting roadway will provide additional protection for motorists.

Cost Reduction: The work will be performed by Conrail on a force account basis so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of Conrail and the City of Trenton.

Selection: N/A.

New Project Identification: This is an upgrade to an existing crossing.

Zip Code: 48183.

24. MULTI-MODAL – Railroad Force Account Work

Authorization (82099-82870), under Master Agreement (94-0803), dated July 28, 1994, between MDOT and Consolidated Rail Corporation (Conrail), will provide funding for the upgrade of circuitry, the addition of flashing-light signals, and the upgrade of lenses on existing flashing-light signals to twelve inches at the grade crossing of Conant Avenue in Detroit, Wayne County, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing prioritization program, will enhance motorist safety. The authorization will be issued under the provisions of the Master Agreement and a Local Agency Application submitted by the City of Detroit and approved on December 16, 2004. The total cost of the project is estimated at \$50,000. Source of Funds: Federal Highway Administration Funds - \$40,000; FY 2005 State Restricted Trunkline Funds - \$10,000.

Purpose/Business Case: The project will provide for the installation of upgraded circuitry, additional flashing-light signals, and twelve-inch lenses on existing flashing-light signals at the grade crossing of Conant Avenue in Detroit, Wayne County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken to enhance motorist safety as determined necessary by representatives of the City of Detroit, Conrail, and MDOT's Rail Safety Section.

Funding Source: Funding for this project is provided by federal dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130 and by state dedicated grade crossing safety funds appropriated under the provisions of MCLA 247.660 (1)(a). Federal Highway Administration Funds - \$40,000; FY 2005 State Restricted Trunkline Funds - \$10,000.

Commitment Level: The authorization amount is based on a field estimate. All costs will be paid on a force account basis.

Risk Assessment: The crossing was selected for safety enhancement as a part of MDOT's prioritization process due to two crashes that have occurred at this location. Replacing the 8-inch flashing-light signal lenses with 12-inch, adding more flashing-light signals, and upgrading the circuitry will provide additional protection for motorists.

Cost Reduction: The work will be performed by Conrail on a force account basis so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of Conrail and the City of Detroit.

Selection: N/A.

New Project Identification: This is an upgrade to an existing crossing.

Zip Code: 48212.

25. MULTI-MODAL – Railroad Force Account Work

Authorization (05040-82901), under Master Agreement (94-0804), dated July 28, 1994, between MDOT and Tuscola & Saginaw Bay Railway Company, Inc. (TSB), will provide funding for the installation of flashing-light signals, half-roadway gates, and equipment for a pre-signal interconnection at the grade crossing of State Street in Mancelona, Antrim County, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing prioritization program, will enhance motorist safety. The authorization will be issued under the provisions of the Master Agreement and a Local Agency Application submitted by the Village of Mancelona and approved on January 3, 2005. The total cost of the project is estimated at \$94,789.24. Source of Funds: Federal Highway Administration Funds - \$75,831.39; FY 2005 State Restricted Trunkline Funds - \$18,957.85.

Purpose/Business Case: The project will provide for the installation of flashing-light signals, half-roadway gates, and equipment for a pre-signal interconnection at the grade crossing of State Street in Mancelona, Antrim County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken to enhance motorist safety as determined necessary by representatives of the Village of Mancelona, TSB, and MDOT's Rail Safety Section.

Funding Source: Funding for this project is provided by federal dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130 and by State dedicated grade crossing safety funds, appropriated under the provisions of MCLA 247.660 (1)(a). Federal Highway Administration Funds - \$75,831.39; FY 2005 State Restricted Trunkline Funds - \$18,957.85.

Commitment Level: The authorization amount is based on TSB's written estimate. All costs will be paid on a force account basis.

Risk Assessment: The crossing was selected for safety enhancement as a part of MDOT's prioritization process in part due to traffic stopping on the crossing for a nearby traffic signal. The installation of flashing-light signals, half-roadway gates and pre-signal interconnection equipment will provide additional protection for motorists.

Cost Reduction: The work will be performed by TSB on a force account basis so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of TSB and the Village of Mancelona.

Selection: N/A.

New Project Identification: This is an upgrade to an existing crossing.

Zip Code: 49659.

26. MULTI-MODAL – Railroad Force Account Work

Authorization (41008-82779) under Master Agreement (94-0805), dated October 9, 1995, between MDOT and CSX Transportation, Inc. (CSX), will provide funding to supplement the existing active warning devices with twelve-inch lights, half-roadway gates, and appropriate activation circuitry at CSX's grade crossing of Whitneyville Road in Kent County, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a Local Agency Application submitted by the Kent County Road Commission and approved on May 10, 2004. The total cost of the project is estimated at \$141,651. Source of Funds: Federal Highway Administration Funds - \$113,320.80; FY 2005 State Restricted Trunkline Funds - \$28,330.20.

Purpose/Business Case: The project will provide for the installation of twelve-inch lights, half-roadway gates, and appropriate activation circuitry at the existing grade crossing of CSX with Whitneyville Road in Kent County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken for the sole purpose of enhancing motorist safety. The installation of twelve-inch lights, half-roadway gates, and appropriate activation circuitry was determined necessary by a team that included representatives of the local road authority, the operating railroad, and MDOT's Rail Safety Section.

Funding Source: Funding for this project is provided from state and federal dedicated grade crossing safety funds appropriated under the provisions of MCLA 247.660(1)(a) and U.S. Code Title 23, Section 130, respectively. Federal Highway Administration Funds - \$113,320.80; FY 2005 State Restricted Trunkline Funds - \$28,330.20.

Commitment Level: The authorization amount is based on CSX's estimate and will be paid on a force account basis.

Risk Assessment: The existing active warning devices, consisting of side-of-street eight-inch flashers, provide a visual notification of approaching train traffic. However there is no physical barrier to block the crossing when a train approaches. The installation of twelve-inch lights, half- roadway gates, and appropriate activation circuitry will provide improved visual notification and a physical barrier when a train approaches the crossing. These efforts are intended to enhance safety for motorists.

Cost Reduction: The work will be performed by CSX on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of CSX and the Kent County Road Commission.

Selection: N/A.

New Project Identification: This is an upgrade to an existing crossing.

Zip Code: 49302.

27. ***MULTI-MODAL – Renewal and Extension**

Renewal and Amendatory Contract (99-0611/A3) between MDOT and the City of Dearborn will renew the contract and extend the contract term by nine months to provide the city sufficient time to complete preliminary engineering, design, and environmental assessment work and to resolve real estate issues that are within the existing work plan. The additional time is necessary because of continuing real estate issues that need to be resolved. The original contract provides state matching funds to the city's FY 1999 Federal Section 5309 Capital Discretionary Program grant for the site selection, preliminary engineering, design, and environmental assessment for a rail passenger/intermodal station facility in the city of Dearborn. The revised contract term will be from September 15, 1999, through December 31, 2003; from February 19, 2004, through November 18, 2004; and from the date of award of Amendment 3 through nine months. No costs will be incurred during the time period from expiration of the prime contract through award of this renewal/amendment. The total contract amount remains unchanged at \$1,240,625. Source of Funds: Federal Transit Administration Funds - \$992,500; FY 1999 State Restricted Comprehensive Transportation Funds - \$248,125.

Purpose/Business Case: To provide for the site selection, preliminary engineering, design, and environmental assessment for a new rail passenger/intermodal facility in the city of Dearborn. This amendment will renew and extend the contract by nine months to allow the city sufficient time to complete these tasks and resolve real estate issues.

Benefit: The City of Dearborn will be closer to the construction of a new intermodal facility, which will serve as a gateway to Metro Detroit. This facility will accommodate both rail and bus passengers.

Funding Source: Federal Transit Administration Funds - \$992,500; FY 1999 State Restricted Comprehensive Transportation Funds - \$248,125.

Commitment Level: Contract amount is based on cost estimates.

Risk Assessment: These tasks must be completed in order for the project to move to the construction phase. If this amendment is not processed, the project will not be ready to move to the construction phase.

Cost Reduction: There are no additional costs to this project.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48126.

28. MULTI-MODAL - Section 5309 Program

Project Authorization Revision (Z11/R1) under Master Agreement (2002-0012) between MDOT and the Bay Area Transportation Authority (BATA), which provides service in Grand Traverse and Leelanau Counties, will add a line item for the retrofitting of a bus to create an electric hybrid and will adjust funding between line items to demonstrate the effectiveness and efficiency of operating this type of vehicle in Grand Traverse and Leelanau Counties. A portion of the funding from the small buses line item will be moved to the new line item to allow for the retrofitting project. The impetus for this project came from the national trend for alternative fuels and environmental awareness. The agency has received federally earmarked funds to continue this project if the demonstration proves successful. The original authorization provides state matching funds for BATA's FY 2003 Federal Section 5309 Capital Discretionary Program grant. The authorization term remains unchanged, July 29, 2003, through July 28, 2006. The authorization amount remains unchanged at \$614,799. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$491,839; FY 2002 State Restricted Comprehensive Transportation Funds - \$122,960.

Purpose/Business Case: To provide for a new line item for the creation of a prototype electric hybrid bus and to shift funds from existing line item(s).

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$491,839; FY 2002 State Restricted Comprehensive Transportation Funds - \$122,960.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this revision is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49684.

29. MULTI-MODAL – Intercity Terminal

Project Authorization Revision (Z10/R1) under Master Agreement (2002-0013) between MDOT and the City of Battle Creek will increase the authorization amount by \$10,068 to allow for the higher than anticipated costs of purchasing and installing four bus passenger shelters. The bid responses for this project were higher than the original estimated project budget. The original authorization provides funding under the FY 2004 State Intercity Terminal Program for the purchase and installation of four bus passenger shelters, the demolition of four wooden bus passenger shelters, electrical service upgrades, and concrete work at the Battle Creek intermodal transportation terminal. The authorization term remains unchanged, September 13, 2004, through September 12, 2006. The revised authorization amount will be \$83,068. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: FY 2004 and FY 2005 State Restricted Comprehensive Transportation Funds - \$83,068.

Purpose/Business Case: To increase funding to provide for the purchase and installation of four bus passenger shelters at the Battle Creek intermodal terminal.

Benefit: Increase public safety through improved transportation infrastructure.

Funding Source: FY 2004 and FY 2005 State Restricted Comprehensive Transportation Funds - \$83,068.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this revision is that the project will not be completed, and intercity bus and local transit bus passenger comfort and safety will be placed at risk.

Cost Reduction: Grant amount is determined by MDOT based on cost estimates and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49016.

30. MULTI-MODAL - Section 3037

Project Authorization Revision (Z6/R1) under Master Agreement (2002-0050) between MDOT and the City of Ionia will extend the authorization term by two years to allow the agency sufficient time to complete the project. The agency was delayed in implementing the FY 2002 Federal Section 3037 Job Access and Reverse Commute Program (JARC) until prior years' JARC funding was fully utilized. This time extension will allow the City to use all remaining available federal funds for job access transportation operating assistance. The revised authorization term will be October 1, 2002, through September 30, 2007. The authorization amount remains unchanged at \$143,220. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program year FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$71,610; FY 2003 State Restricted Comprehensive Transportation Funds - \$71,610.

Purpose/Business Case: To provide for a two-year time extension so that all available federal funds may be used for job access transportation operating assistance.

Benefit: Increased public safety through improved transportation services.

Funding Source: Federal Transit Administration Funds - \$71,610; FY 2003 State Restricted Comprehensive Transportation Funds - \$71,610.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this revision is that federal funds will be lost.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48846.

31. MULTI-MODAL - Section 5307 Program

Project Authorization Revision (Z4/R2) under Master Agreement (2002-0066) between MDOT and the Mass Transportation Authority (MTA), Flint, will extend the authorization term by one year to allow sufficient time for the authority to complete the purchase of signage and shop equipment project items. MTA did not receive its full allocation of federal funding for the FY 2002 Section 5307 Program until a year after federal approval was released. This delayed the purchasing activities for some of the items due to the uncertainty of funding during the first year of the program; as a result, the procurement of these line items will not be completed until late spring or summer 2005. The original authorization provides state matching funds for Flint's FY 2002 Federal Section 5307 Urbanized Area Formula Capital Program grant. The revised authorization term will be from February 26, 2002, through February 25, 2006. The authorization amount remains unchanged at \$5,159,145. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$4,127,316; FY 2002 and FY 2003 State Restricted Comprehensive Transportation Funds - \$1,031,829.

Purpose/Business Case: To provide for a one-year time extension to permit completion of the project.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$4,127,316; FY 2002 and 2003 State Restricted Comprehensive Transportation Funds - \$1,031,829.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this revision is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a time extension to an existing project.

Zip Code: 48503.

32. MULTI-MODAL - Section 5309 Program

Project Authorization Revision (Z20/R1) under Master Agreement (2002-0088) between MDOT and the Suburban Mobility Authority for Regional Transportation (SMART), which provides service in Wayne, Oakland, and Macomb Counties, will increase state funds by \$320,890 and federal funds by \$1,283,563 for paratransit technology upgrades and facility construction (Monroe), due to an increase in the federal award. This revision reflects funding that had been withheld in FY 2004 by the Federal Transit Administration pending reauthorization of the federal highway bill but that has now been awarded by the FTA. The original authorization provides state matching funds for SMART's FY 2004 Federal Section 5309 Capital Discretionary Program grant. The authorization term remains unchanged, September 20, 2004, through September 19, 2007. The revised authorization amount will be \$6,674,756. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$5,339,805; FY 2002, FY 2004, and FY 2005 State Restricted Comprehensive Transportation Funds - \$1,334,951.

Purpose/Business Case: To provide increased state matching funds for SMART's FY 2004 Federal Section 5309 Capital Discretionary Program for paratransit technology upgrades and facility construction (Monroe).

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$5,339,805; FY 2002, FY 2004, and FY 2005 State Restricted Comprehensive Transportation Funds - \$1,334,951.

Commitment Level: Authorization amount is based on cost estimates.

* Denotes a non-standard contract/amendment

Risk Assessment: The risk of not approving this revision is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48226.

33. MULTI-MODAL - Section 3037 Program

Project Authorization (Z24) under Master Agreement (2002-0088) between MDOT and the Suburban Mobility Authority for Regional Transportation (SMART), which provides transit service in Macomb and parts of Wayne and Oakland Counties, will provide state matching funds for the authority's FY 2004 Federal Section 3037 Job Access and Reverse Commute Program grant for operating assistance and the purchase of computer software. The authorization will be in effect from August 6, 2004, through August 5, 2007. The authorization is retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$297,378. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$148,689; FY 2005 State Restricted Comprehensive Transportation Funds - \$74,345; SMART Funds - \$74,344.

Purpose/Business Case: To provide state matching funds for SMART's FY 2004 Federal Section 3037 Job access and Reverse Commute Program.

Benefit: Increased public safety through improved transportation services.

Funding Source: Federal Transit Administration Funds - \$148,689; FY 2005 State Restricted Comprehensive Transportation Funds - \$74,345; SMART Funds - \$74,344.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this authorization is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48226.

34. MULTI-MODAL - Section 5307 Program

Project Authorization (Z25) under Master Agreement (2002-0088) between MDOT and the Suburban Mobility Authority for Regional Transportation (SMART), which provides transit service in Macomb and parts of Wayne and Oakland Counties, will provide state matching funds for SMART's FY 2004 Federal Congestion Mitigation and Air Quality Improvement Program (CMAQ) for the purchase of replacement and expansion vans and replacement and expansion buses. The authorization will be in effect from July 21, 2004, through July 20, 2007. The authorization is retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$1,735,955. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$1,388,764; FY 2002 State Restricted Comprehensive Transportation Funds - \$347,191.

Purpose/Business Case: To provide state matching funds for SMART's FY 2004 Federal Congestion Mitigation and Air Quality Improvement Program.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$1,388,764; FY 2002 State Restricted Comprehensive Transportation Funds - \$347,191.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this authorization is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48226.

35. MULTI-MODAL - Change in Scope

Amendatory Contract (2002-0630/A2) between MDOT and the Beaver Island Transportation Authority (BITA) will eliminate the emergency ramp line item and add a storage facility line item, as the agency has determined that the emergency ramp is no longer necessary for operational safety due to higher lake levels, and will adjust funding between line items. The storage facility is needed to house capital equipment on the island. The funds in this contract will be used in conjunction with funds in another contract for the construction of the storage facility. Also, state funding of \$3,576 will be moved from the service vehicle line item to the storage facility line item. The original contract provides 90 percent state marine capital funds for the purchase of support equipment and the undertaking of capital improvements to the Beaver Island ferry system. The contract term remains unchanged, September 13, 2002, through September 12, 2005. The contract amount remains unchanged at \$250,945. Source of Funds: FY 2002 State Restricted Comprehensive Transportation Funds - \$225,850; BITA Funds - \$25,095.

Purpose/Business Case: To eliminate the emergency ramp line item and add a storage facility line item, as the agency has determined that the emergency ramp is no longer necessary for operational safety due to higher lake levels, and to adjust funding between line items.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FY 2002 State Restricted Comprehensive Transportation Funds - \$225,850; BITA Funds - \$25,095.

Commitment Level: Contract amount is based on cost estimates.

Risk Assessment: The risk of not approving this amendment is the possibility of loss of equipment due to lack of an adequate and secure storage facility.

Cost Reduction: All items are purchased through the competitive bid process.

Selection: N/A.

New Project Identification: This is not a new project but provides for new facility construction.

Zip Code: 49782.

36. *MULTI-MODAL - Marine Capital

Contract (2005-0023) between MDOT and the Beaver Island Transportation Authority (BITA) will provide 90 percent state marine capital funds for improvements to the Beaver Island Ferry System. Project items include the purchase of dock support equipment, vessel support equipment, and terminal support equipment; vessel system upgrades; terminal upgrades; and contingency funds of 5 percent (including emergency repairs). The total contract amount will be \$256,725. The contract will be in effect from the date of award through three years. Source of Funds: FY 2005 State Restricted Comprehensive Transportation Funds - \$231,053; BITA Funds - \$25,672.

Purpose/Business Case: To provide state funding for capital improvements to the Beaver Island Ferry System.
Benefit: Increased public safety through improved transportation infrastructure.
Funding Source: FY 2005 State Restricted Comprehensive Transportation Funds - \$231,053; BITA Funds - \$25,672.
Commitment Level: Contract amount is based on cost estimates.
Risk Assessment: The risk of not approving this contract is the loss of ferry service and damage to vessels.
Cost Reduction: Grant amount is determined by MDOT based on cost estimates and is not negotiated.
Selection: N/A.
New Project Identification: Provides primarily for rehabilitation work on ferry vessels.
Zip Code: 49783.

37. ***MULTI-MODAL - Marine Capital**

Contract (2005-0024) between MDOT and the Eastern Upper Peninsula Transportation Authority (EUPTA), Sault Ste. Marie, will provide 90 percent state marine capital funds for improvements to the St. Mary's River Ferry System, which provides marine passenger service between Sault Ste. Marie-Sugar Island, Barbeau-Neebish Island, and DeTour-Drummond Island. Project items will include the purchase of vessel support equipment and terminal support equipment, dock systems upgrades, vessel systems upgrades, and contingency funds of 5 percent (including emergency repairs). The contract amount will be \$214,200. The contract will be in effect from the date of award through three years. Source of Funds: FY 2005 State Restricted Comprehensive Transportation Funds - \$192,780; EUPTA Funds - \$21,420.

Purpose/Business Case: To provide for capital improvements to the St. Mary's River Ferry System.
Benefit: Increased public safety through improved transportation infrastructure.
Funding Source: FY 2005 State Restricted Comprehensive Transportation Funds - \$192,780; EUPTA Funds - \$21,420.
Commitment Level: Contract amount is based on cost estimates.
Risk Assessment: The risk of not approving this contract is the loss of ferry service and damage to vessels.
Cost Reduction: Grant amount is determined by MDOT based on cost estimates and is not negotiated.
Selection: N/A.
New Project Identification: Provides primarily for rehabilitation work on ferry vessels.
Zip Code: 49783.

38. ***MULTI-MODAL - Rail Passenger Service**

Contract (2005-0052) between MDOT and the Mass Transportation Authority (MTA), Flint, will provide funding for a local marketing program for rail passenger service along the Blue Water route, which includes station stops in Michigan at Port Huron, Lapeer, Flint, Durand, East Lansing, Battle Creek, Kalamazoo, Dowagiac, and Niles. The purpose of this marketing program is to increase ridership and revenues for this service. The contract will be in effect from the date of award through one year. The contract amount will be \$111,000. Source of Funds: FY 2005 State Restricted Comprehensive Transportation Funds - \$100,000; MTA Funds - \$11,000.

Purpose/Business Case: To provide funding to the Flint Mass Transportation Authority for a local marketing program for the Blue Water rail passenger service, which runs to and from Port Huron through Lapeer, Flint, Durand, East Lansing, Battle Creek, Kalamazoo, Dowagiac, and Niles.
Benefit: To increase public awareness of rail service along this route. This promotion is utilized to increase the ridership and revenues of this service. These increases will result in reduced operating subsidy to Amtrak.
Funding Source: FY 2005 State Restricted Comprehensive Transportation Funds - \$100,000; MTA Funds - \$11,000.
Commitment Level: Contract amount is based on cost estimates.
Risk Assessment: Not performing this activity may result in lower ridership on this rail service, which will negatively affect revenue. Lower revenue will increase the operating subsidy request from Amtrak.

Cost Reduction: This amount reflects parity with the Pere Marquette service, which has received the same amount of marketing funding since 1998.

Selection: N/A.

New Project Identification: This contract will cover a new marketing effort for this state-subsidized route.

Zip Code: 48909.

39. MULTI-MODAL (Aeronautics) - Time Extension

Amendatory Contract (2002-0632/A3) between MDOT and R. W. Armstrong & Associates, Inc., will extend the contract term by one year to allow sufficient time for the contractor to finalize project documents and to process final payments to the consultant and contractor. The original contract provides for design and construction engineering services for the construction of a taxiway and taxiway for new t-hangars and tie-down areas, including demolition of existing t-hangars, expansion of a public parking lot, and construction oversight of a drainage detention pond at the Canton-Plymouth-Mettetal Airport in Plymouth, Michigan. The revised contract term will be August 27, 2002, through February 26, 2006. The contract amount remains unchanged at \$87,170. Source of Funds: Federal Aviation Administration Funds - \$72,470; State Restricted Aeronautics Funds - \$14,700.

Purpose/Business Case: To allow sufficient time for the contractor to finalize project documents and for MDOT to process final payments to the consultant and contractor.

Benefit: The extension will allow the contract to remain open until the project is completed and final payment is made.

Funding Source: Federal Aviation Administration Funds - \$72,470; State Restricted Aeronautics Funds - \$14,700; Contract Total - \$87,170.

Commitment Level: There is no increase in funding.

Risk Assessment: If the contract is not extended, the project cannot be completed, and a new retroactive contract would be required.

Cost Reduction: The consultant contract was reviewed by MDOT personnel for cost reductions.

Selection: N/A.

New Project Identification: This is a time extension of an existing project.

Zip Code: 48187.

40. *MULTI-MODAL (Aeronautics) - Increase Amount, Extend Term

Amendatory Contract (2003-0440/A1) between MDOT and the City of Sandusky will increase the contract amount by \$74,000 in order to allow for unforeseen circumstances encountered during construction due to inclement weather and will extend the contract term by seventeen years in order to comply with a Federal Aviation Administration (FAA) regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The original contract provides for the design and construction of the relocation of a building, apron, and taxiway (Phase 1) at the Sandusky City Airport in Sandusky, Michigan. The revised contract term will be August 1, 2003, through July 31, 2023. The revised total contract amount will be \$240,667. Source of Funds:

| | <u>Previous Total</u> | <u>Increase</u> | <u>Revised Total</u> |
|------------------------------------|-----------------------|-----------------|----------------------|
| FAA Funds | \$150,000 | \$66,600 | \$216,600 |
| State Restricted Aeronautics Funds | \$ 8,333 | \$ 3,700 | \$ 12,033 |
| City of Sandusky Funds | \$ 8,334 | \$ 3,700 | \$ 12,034 |
| Total | <u>\$166,667</u> | <u>\$74,000</u> | <u>\$240,667</u> |

Purpose/Business Case: The amendment will cover an increase in project costs due to problems encountered because of inclement weather. The project began in June, and excessive rain became a problem. The site flooded and soaked up the sub-base. Efforts were made to drain the water from the project site and then stabilize the area before paving it. The additional time spent on the project by the contractor also added to the cost increase. The twenty-year term will comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years.

Benefit: All site-flooding problems will be addressed, which will allow the relocation project to continue.

Funding Source: FAA Funds - \$216,600; State Restricted Aeronautics Funds - \$12,033; City of Sandusky Funds - \$12,034; Contract Total - \$240,667.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the amendment is not awarded, the additional costs will become the responsibility of the local government. The sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The cost of the project was determined by competitive bid and awarded to the lowest bidder.

Selection: N/A.

New Project Identification: This is an amendment to an existing contract.

Zip Code: 48471.

41. ***MULTI-MODAL (Aeronautics) - Tree Clearing**

Contract (2005-0056) between MDOT, St. James Township, and the Township of Peaine will provide federal and state grant funds for tree clearing at the Beaver Island Airport on Beaver Island, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsors will have from the date of award through three years to complete the project. The estimated project amount will be \$55,000. Source of Funds: FAA Funds (via block grant) - \$49,500; State Restricted Aeronautics Funds - \$2,750; St. James Township and Township of Peaine Funds - \$2,750.

Purpose/Business Case: The project includes clearing trees from the airport property (east approach) in order to maintain clearance for navigational purposes.

Benefit: The project will enhance the safety of airport users.

Funding Source: FAA Funds (via block grant) - \$49,500; State Restricted Aeronautics Funds - \$2,750; St. James Township and Township of Peaine Funds - \$2,750; Contract Total - \$55,000.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The project work will be bid locally and awarded to the lowest bidder.

Selection: N/A.

New Project Identification: This is a new project for an existing facility.

Zip Code: 49782.

42. MULTI-MODAL (Aeronautics) - Design of Partial Taxiway

Contract (2005-0059) between MDOT and the City of Three Rivers will provide federal and state grant funds for the design of a partial taxiway to runway 27 at the Three Rivers Municipal-Dr. Haines Airport in Three Rivers, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$33,800. Source of Funds: FAA Funds (via block grant) - \$32,110; State Restricted Aeronautics Funds - \$845; City of Three Rivers Funds - \$845.

Purpose/Business Case: To complete design plans and specifications for a partial taxiway to runway 27. The design will be in accordance with FAA standards.

Benefit: Will provide a design that will meet all federal and state safety and airport standards. The partial taxiway will enhance the safety of airport users.

Funding Source: FAA Funds (via block grant) - \$32,110; State Restricted Aeronautics Funds - \$845; City of Three Rivers Funds - \$845; Contract Total - \$33,800.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The consultant contract will be reviewed by MDOT personnel for appropriateness and further cost reductions.

Selection: N/A.

New Project Identification: This is a new connector. The percentage of new work is 90 percent.

Zip Code: 49093.

43. MULTI-MODAL (Aeronautics) - Land Acquisition

Contract (2005-0063) between MDOT and the Lenawee County Board of Commissioners will provide state grant funds for condemnation costs and expert witness fees for parcels 29, 34, 35, 36, E37, 38, E39, and 46 at the Lenawee County Airport in Adrian, Michigan. The contract will be in effect from the date of award through twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$250,000. Source of Funds: State Restricted Aeronautics Funds - \$225,000; Lenawee County Funds - \$25,000.

Purpose/Business Case: The project includes condemnation costs and expert witness fees for parcels 29, 34, 35, 36, E37, 38, E39, and 46.

Benefit: The settlement will allow the land to be purchased, which is needed for a runway extension project.

Funding Source: State Restricted Aeronautics Funds - \$225,000; Lenawee County Funds - \$25,000; Contract Total - \$250,000.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the costs would become the responsibility of the airport sponsor. The local government cannot afford the cost without state participation.

Cost Reduction: The amount is a court-ordered settlement award.

Selection: N/A.

New Project Identification: This is reimbursement for an existing project.

Zip Code: 49221.

44. *MULTI-MODAL (Aeronautics) - Airport Operation
Memorandum of Understanding (MOU) (2005-0065) between MDOT and the Mackinac Island State Park Commission (MISPC) will provide funding to support airport operations at the Mackinac Island Airport on Mackinac Island, Michigan. The MOU will be in effect from the date of award through September 30, 2005. The total MOU amount will be \$35,000. Source of Funds: State Restricted Aeronautics Funds - \$35,000.
- Purpose/Business Case:** The MOU will provide funding to keep the Mackinac Island Airport open and operating; it is needed because of a significant decline in airport operating revenue.
Benefit: The only reliable access to Mackinac Island during the winter months is by air. Keeping the airport open and operating is critical to the full-time residents of Mackinac Island.
Funding Source: 100% State Restricted Aeronautics Funds.
Commitment Level: This is a fixed cost.
Risk Assessment: If the contract is not awarded, the operation of the airport could be threatened, as the Mackinac Island State Park Commission cannot afford the operating costs without state participation.
Cost Reduction: The funding was negotiated based on operational need and reviewed by MDOT personnel for appropriateness and cost reductions.
Selection: N/A.
New Project Identification: The funding will supplement the amount the airport pays for operating expenses, such as plowing, utilities, building and grounds maintenance, supplies, and insurance.
Zip Code: 49757.
45. TRANSPORTATION PLANNING - Master Planning Agreement
Project Authorization (Z8) issued under Master Planning Agreement (2003-0011) between MDOT and the Tri-County Regional Planning Commission will provide for assistance in the undertaking of transportation planning activities at the local and regional levels as approved in the FY 2005 Work Plan. This project will provide for air quality conformity, travel forecasting, social/economic data, and modeling. This authorization will be in effect from the date of award through September 30, 2005. The authorization amount will be \$131,500. The term of the master agreement is October 1, 2002, through September 30, 2005. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.
- Purpose/Business Case:** In compliance with Title 23 Section 134 and 135; 23 CFR 450.100 - 450.336; 49 USC Chapter 53 Sections 5303 and 5313, a Metropolitan Planning Organization (MPO) is designated for each urbanized area with a population of more than 50,000 by agreement between the governor and the units of general purpose local governments to carry out transportation planning activities.
Benefit: Will provide for funding for assistance in the undertaking of transportation planning activities at the local and regional levels.
Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.
Commitment Level: The cost of this project is based on the federally-approved Unified Work Program (UWP) for each MPO statewide. The UWP describes all transportation planning work activities for the fiscal year and includes budgeted dollar amounts. The costs of projects are based on the budgeted amount in the current UWP for each MPO, and the work is expected to be completed in the fiscal year for which it is approved.
Risk Assessment: Without assistance from the MPOs, this work would not be completed.
Cost Reduction: The costs of planning activities are negotiated by the local agency/MPO. Review and concurrence are performed at the state level, and approval is given at the federal level. The costs of planning activities/equipment are commensurate with the overall budget for the local planning agency for the fiscal year.
Selection: N/A.
New Project Identification: This is an on-going project for transportation planning administrative grants.
Zip Code: 48911.

46. ***TRANSPORTATION PLANNING - Jurisdictional Transfer MOU**
 Memorandum of Understanding (MOU) (2005-0022) between MDOT and the City of Reed City will transfer jurisdiction of a section (.77 miles total distance) of Old US-131/South Chestnut Street to the City of Reed City. MDOT has determined that this portion of road no longer serves as a state trunkline highway. In lieu of performing restoration work, MDOT will pay the City \$67,868. Jurisdiction will transfer from MDOT to the City upon award. Source of Funds: State Restricted Trunkline Funds - \$67,868.

Purpose/Business Case: The MOU will transfer jurisdiction of a section of Old US-131 from MDOT to the City of Reed City. Jurisdictional transfer of old unsigned state trunkline is authorized under P.A. 296 of 1969.

Benefit: The benefit of P.A. 51 of 1951 and other acts provide for MDOT to build new state trunklines or to realign existing ones; when this occurs, the old state trunkline no longer serves a state trunkline purpose. Jurisdictional transfers of old state trunklines to a city place the roadways at the correct level of responsibility in terms of how the roadways function for the local community and free up future MDOT maintenance and improvement resources for signed state trunklines that serve a statewide purposes.

Funding Source: State Restricted Trunkline Funds - \$67,868.

Commitment Level: Payment will be on a fixed lump sum basis.

Risk Assessment: If the jurisdictional transfer does not occur, MDOT will retain a low-functioning/low-priority roadway on our inventory of state roads. Over time, the costs of retaining old unsigned roads will far outweigh any contract cost of performing the jurisdictional transfer in the future.

Cost Reduction: Once the contract is effective, MDOT will no longer have maintenance responsibility for the roadway.

Selection: N/A.

New Project Identification: This is not a new construction project. The purpose of the lump sum is to fund the restoration, repair, and/or reconstruction of an existing road, the turnback roadway.

Zip Code: 49677.

BID LETTING

STATE PROJECTS

| | | |
|--------------------------------------|---------------|----------------------|
| 47. LETTING OF DECEMBER 03, 2004 | ENG. EST. | LOW BID |
| PROPOSAL 0412032 | \$ 513,725.05 | \$ 683,395.00 |
| PROJECT STG 84917-81574 | | |
| LOCAL AGRMT. | | % OVER/UNDER EST. |
| START DATE - 10 days after award | | |
| COMPLETION DATE - SEPTEMBER 30, 2005 | | 33.03 % |

Traffic signal upgrading and modernization at seven to fifteen locations on various state trunklines in Macomb, Oakland, St. Clair, and Wayne Counties.

| BIDDER | AS-READ | AS-CHECKED | |
|------------------------------------|----------------------|-------------|-------------|
| Rauhorn Electric, Inc. | \$ 683,395.00 | Same | 1 ** |
| John R. Howell, Inc. | \$ 725,494.25 | Same | 2 |
| Motor City Electric Utilities Co. | \$ 772,893.53 | Same | 3 |
| Windemuller Electric, Inc. | | | |
| Metropolitan Power & Lighting, Inc | | | |

3 Bidders

* Denotes a non-standard contract/amendment

Purpose/Business Case: The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

Benefit: Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

Funding Source:

81574A

Federal Highway Administration Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineers best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of accidents and injuries by not implementing safety treatments.

Cost Reduction: Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

Selection: Low-bid.

New Project Identification: Signal upgrading.

Zip Code: 48075 Region-wide.

| | | | |
|-----|---|-------------------------------|--|
| 48. | LETTING OF JANUARY 07, 2005 PROPOSAL 0501001 PROJECT BHI 82123-45199, ETC LOCAL AGRMT. 04-5514 START DATE - 10 days after award COMPLETION DATE - SEPTEMBER 15, 2005 | ENG. EST. \$ 24,774,092.81 | LOW BID \$ 25,933,021.14 % OVER/UNDER EST. 4.68 % |
|-----|---|-------------------------------|--|

0.93 mi of reconstruction of mainline I-96 and ramps, drainage work, signing, pavement marking, lighting, ITS, guardrail construction, concrete barrier wall and valley gutter, curb and gutter, and turf establishment and bridge work of deck replacement, overlay, steel repair, pin and hanger, paint, guardrail, substructure and abutment repair, widening, beam heat straightening on 14 bridges on I-96 from Warren Avenue to Roosevelt Avenue in the city of Detroit, Wayne County.

15.00 % DBE participation required

| BIDDER | ORIGINAL A | AS-CHECKED A | |
|--------------------------------------|-------------------------|--------------|------------|
| Walter Toebe Construction Co. | \$ 25,933,021.14 | Same | TBA |
| Posen Construction, Inc. | \$ 28,236,418.22 | Same | TBA |
| C.A. Hull Co., Inc. | \$ 28,627,142.37 | Same | TBA |
| Abhe & Svoboda, Inc. | | | |
| Dan's Excavating, Inc. | | | |
| John Carlo, Inc. | | | |
| Anlaan Corporation | | | |
| E. C. Korneffel Co. | | | |
| Fisher Contracting Company | | | |
| Midwest Bridge Company | | | |
| Angelo Iafrate Construction Company | | | |
| Ajax Paving Industries, Inc. | | | |
| Tony Angelo Cement Construction Comp | | | |
| Six-S, Inc. | | | |

* Denotes a non-standard contract/amendment

| BIDDER Rental | ORIGINAL A+Lane Rental | AS-CHECKED A+Lane | |
|--------------------------------------|-------------------------|-------------------|-------------|
| Walter Toebe Construction Co. | \$ 25,933,021.15 | Same | 1 ** |
| Posen Construction, Inc. | \$ 28,316,418.22 | Same | 2 |
| C.A. Hull Co., Inc. | \$ 28,651,142.37 | Same | 3 |
| Abhe & Svoboda, Inc. | | | |
| Dan's Excavating, Inc. | | | |
| John Carlo, Inc. | | | |
| Anlaan Corporation | | | |
| E. C. Korneffel Co. | | | |
| Fisher Contracting Company | | | |
| Midwest Bridge Company | | | |
| Angelo Iafrate Construction Company | | | |
| Ajax Paving Industries, Inc. | | | |
| Tony Angelo Cement Construction Comp | | | |
| Six-S, Inc. | | | |

3 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: This project is a combination of bridge and road preservation. The Road and Bridge Program goal is to have 95% of bridges and freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads and bridges first and extending the life of other identified roads and bridges to keep them in good condition.

Benefit: MDOT attempts to maximize the benefits of road and bridge preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition.

Funding Source:

| | |
|--------------------------------------|---------|
| 45199A | |
| City of Detroit | 2.50 % |
| Federal Highway Administration Funds | 80.00 % |
| State Restricted Trunkline Funds | 17.50 % |
| 48608A | |
| City of Detroit | 1.08 % |
| Federal Highway Administration Funds | 86.67 % |
| State Restricted Trunkline Funds | 12.25 % |
| 51502A | |
| City of Detroit | 2.50 % |
| Federal Highway Administration Funds | 80.00 % |
| State Restricted Trunkline Funds | 17.50 % |
| 59284A | |
| City of Detroit | 1.25 % |
| Federal Highway Administration Funds | 90.00 % |
| State Restricted Trunkline Funds | 8.75 % |
| 78719A | |
| State Restricted Trunkline Funds | 100 % |

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final

cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline network and bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low-bid.

New Project Identification: Rehabilitation.

Zip Code: 48612.

| | | | |
|-----|--|-------------------------------|-----------------------------|
| 49. | LETTING OF JANUARY 07, 2005 PROPOSAL 0501003 PROJECT ANH 41131-45811, ETC LOCAL AGRMT. 04-5494 START DATE - APRIL 01, 2005 COMPLETION DATE - MAY 12, 2006 | ENG. EST. \$ 18,412,663.24 | LOW BID \$ 19,492,638.11 |
| | | | % OVER/UNDER EST. |
| | | | 5.87 % |

2.09 mi of road reconstruction and addition of weave merge lane on I-296/US-131 southbound from Ann Street to North Park Street, 1.58 mi of concrete reconstruction, addition of weave merge lane and ramp reconstruction on US-131 from North Park Street to West River Drive on ramp, and deck patching, joint replacements or rocker realignment on 7 bridges in the cities of Grand Rapids and Walker, Plainfield Township, Kent County.

15.00 % DBE participation required

| BIDDER | ORIGINAL A | AS-CHECKED A | |
|---|-------------------------|--------------|-------------|
| Kamminga & Roodvoets/Ajax Paving | \$ 19,492,638.11 | Same | 1 ** |
| Fisher Contracting Company | \$ 18,873,864.07 | Same | 2 |
| Milbocker and Sons, Inc. | \$ 22,308,206.43 | Same | 3 |
| Diversco Construction Company | \$ 23,335,656.02 | Same | 4 |
| Interstate Highway Construction | | | |
| Velting Contractors, Inc. | | | |
| Nagel Construction, Inc. | | | |
| Hardman Construction, Inc. | | | |
| C.A. Hull Co., Inc. | | | |
| Midwest Bridge Company | | | |
| John Carlo, Inc. | | | |
| Ajax Paving Industries, Inc. | | | |
| Kamminga & Roodvoets, Inc. | | | |
| Six-S, Inc. | | | |
| Walter Toebe Construction Co. | | | |

| BIDDER Rental | ORIGINAL A+Lane Rental | AS-CHECKED A+Lane | |
|---|-------------------------|-------------------|-------------|
| Kamminga & Roodvoets/Ajax Paving | \$ 22,168,338.11 | Same | 1 ** |
| Fisher Contracting Company | \$ 22,973,864.07 | Same | 2 |
| Milbocker and Sons, Inc. | \$ 26,781,406.43 | Same | 3 |
| Diversco Construction Company | \$ 26,935,656.02 | Same | 4 |
| Interstate Highway Construction | | | |
| Velting Contractors, Inc. | | | |
| Nagel Construction, Inc. | | | |
| Hardman Construction, Inc. | | | |
| C.A. Hull Co., Inc. | | | |
| Midwest Bridge Company | | | |
| John Carlo, Inc. | | | |
| Ajax Paving Industries, Inc. | | | |
| Kamminga & Roodvoets, Inc. | | | |
| Six-S, Inc. | | | |
| Walter Toebe Construction Co. | | | |

4 Bidders

NOTE: The ORIGINAL A+Lane Rental bid total is used to determine the low bidder.

The ORIGINAL A bid total reflects the actual contract price.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: This project is a combination of bridge, road preservation, and enhancement. The Road and Bridge Program goal is to have 95% of bridges and freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads and bridges first and extending the life of other identified roads and bridges to keep them in good condition. The enhancement program is included in TEA-21, which sets aside funding for transportation enhancement activities and defines allowable enhancement activities.

Benefit: MDOT attempts to maximize the benefits of road and bridge preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition. The enhancement program allows cities, villages, counties, MDNR, and MDOT to use a source of Federal funds to improve the transportation infrastructure in Michigan by funding "non-traditional" transportation projects.

Funding Source:

| | |
|--------------------------------------|---------|
| 45811A | |
| Federal Highway Administration Funds | 81.85 % |
| City of Grand Rapids | 0.18 % |
| State Restricted Trunkline Funds | 17.97 % |
| 47541A | |
| State Restricted Trunkline Funds | 100 % |
| 60550A | |
| Federal Highway Administration Funds | 80.00 % |
| State Restricted Trunkline Funds | 20.00 % |
| 60551A | |
| Federal Highway Administration Funds | 80.00 % |
| State Restricted Trunkline Funds | 20.00 % |

* Denotes a non-standard contract/amendment

60552A
 Federal Highway Administration Funds 80.00 %
 State Restricted Trunkline Funds 20.00 %
 79071A
 Federal Highway Administration Funds 80.00 %
 State Restricted Trunkline Funds 20.00 %
 81067A
 Federal Highway Administration Funds 75.00 %
 State Restricted Trunkline Funds 25.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: Deterioration of the existing State trunkline network and bridges. This project would reduce safety, and increase vehicle maintenance and operational costs to the motoring public. If funds are not used under the enhancement guidelines, they are redistributed to other states for additional enhancement activities in those states.

Cost Reduction: Reduced roadway maintenance costs and the need to use traditional transportation funds.

Selection: Low-bid.

New Project Identification: Rehabilitation and enhancement.

Zip Code: 49504.

50. LETTING OF JANUARY 07, 2005 ENG. EST. LOW BID
 PROPOSAL 0501004 \$ 6,754,044.36 \$ 7,241,597.03
 PROJECT BI04 17033-38040, ETC
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 14, 2005 7.22 %

9.70 mi of concrete joint and crack repair, hot mix asphalt overlay, guardrail replacement, culvert and end section replacement, ramp extensions on I-75 from the Chippewa County line to M-80, deep overlay and joint replacement on I-75 over the Canadian National Railroad spur and M-80 (Tone Road), shallow overlay, painting, substructure patching and approach work on Barbeau Road over I-75, and hot mix asphalt resurfacing of the William C. Hartwig rest area in Kinross and Rudyard Townships, Chippewa County.

5.00 % DBE participation required

| BIDDER | AS-READ | AS-CHECKED | |
|----------------------------|-----------------|------------|-----|
| Payne & Dolan, Inc. | \$ 7,241,597.03 | Same | 1** |
| Bacco Construction Company | \$ 7,694,550.71 | Same | 2 |
| H & D, Inc. | \$ 8,147,826.81 | Same | 3 |

3 Bidders

Purpose/Business Case: This project is a combination of bridge and road preservation. The Road and Bridge Program goal is to have 95% of bridges and freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads and bridges first and extending the life of other identified roads and bridges to keep them in good condition.

* Denotes a non-standard contract/amendment

Benefit: MDOT attempts to maximize the benefits of road and bridge preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition.

Funding Source:

| | | |
|--------------------------------------|-------|---|
| 38040A | | |
| State Restricted Trunkline Funds | 100 | % |
| 60049A | | |
| Federal Highway Administration Funds | 80.00 | % |
| State Restricted Trunkline Funds | 20.00 | % |
| 74304A | | |
| Federal Highway Administration Funds | 80.00 | % |
| State Restricted Trunkline Funds | 20.00 | % |
| M10575 | | |
| State Restricted Trunkline Funds | 100 | % |

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline network and bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low-bid.

New Project Identification: Rehabilitation.

Zip Code: 49788.

| | | | |
|-----|------------------------------------|-----------------|-------------------|
| 51. | LETTING OF JANUARY 07, 2005 | ENG. EST. | LOW BID |
| | PROPOSAL 0501005 | \$ 4,970,780.56 | \$ 4,930,479.99 |
| | PROJECT ANH 33043-46026 | | |
| | LOCAL AGRMT. 04-5471 | | % OVER/UNDER EST. |
| | START DATE - 10 days after award | | |
| | COMPLETION DATE - OCTOBER 14, 2005 | | -0.81 % |

3.30 mi of concrete pavement repairs, joint and crack repairs, cold milling, hot mix asphalt overlay with asphalt stabilized crack relief layer, drainage improvements and intersection improvements on I-69BL from east of Hagadorn Road to Old M-78, in the city of East Lansing, Meridian and Bath Townships, Ingham and Clinton Counties.

12.00 % DBE participation required

| BIDDER | AS-READ | AS-CHECKED | |
|---------------------------------------|------------------------|------------------------|-------------|
| Kamminga & Roodvoets, Inc. | \$ 4,931,179.99 | \$ 4,930,479.99 | 1 ** |
| Michigan Paving & Materials Co. | \$ 5,069,939.99 | Same | 2 |
| C & D Hughes, Inc. | \$ 5,625,588.16 | Same | 3 |
| Rieth-Riley Construction Co., Inc. | \$ 5,894,002.58 | Same | 4 |
| Aggregate Industries-Central Region | | | |
| Six-S, Inc. | | | |
| Snowden, Inc. | | | |
| Kelcris Corporation | | | |
| Causie Contracting, Inc. | | | |

4 Bidders

* Denotes a non-standard contract/amendment

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: MDOT's Road Preservation Program goal is to have 95% of freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition.

Benefit: MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition.

Funding Source:

46026A

| | |
|--------------------------------------|---------|
| City of East Lansing | 0.38 % |
| Federal Highway Administration Funds | 81.85 % |
| State Restricted Trunkline Funds | 17.77 % |

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline network, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low-bid.

New Project Identification: Rehabilitation.

Zip Code: 48823.

| | | | |
|-----|------------------------------------|-----------------|-------------------|
| 52. | LETTING OF JANUARY 07, 2005 | ENG. EST. | LOW BID |
| | PROPOSAL 0501006 | \$ 4,318,679.59 | \$ 4,243,977.28 |
| | PROJECT BI04 48042-45658, ETC | | |
| | LOCAL AGRMT. | | % OVER/UNDER EST. |
| | START DATE - 10 days after award | | |
| | COMPLETION DATE - OCTOBER 14, 2005 | | -1.73 % |

6.474 mi of hot mix asphalt cold milling and resurfacing, guardrail replacement, culvert upgrading, drainage improvements, passing relief lanes with aggregate grade lift and clearing, grading, culvert replacement, hot mix asphalt pavement and pavement marking and deep concrete overlay with approach slabs on B02 of 17061, on M-28 from east of County Road 393 to east of Hendrie River, in Pentland and Hulbert Townships, Luce and Chippewa Counties.

| BIDDER | AS-READ | AS-CHECKED | |
|--------------------------------|------------------------|-------------|-------------|
| Payne & Dolan, Inc. | \$ 4,243,977.28 | Same | 1 ** |
| Bacco Construction Company | \$ 4,323,324.12 | Same | 2 |
| H & D, Inc. | \$ 4,443,113.39 | Same | 3 |
| A. Lindberg & Sons, Inc. | \$ 5,214,272.74 | Same | 4 |
| Oberstar, Inc. | | | |
| Anlaan Corporation | | | |
| M & M Excavating Co., Inc. | | | |
| Lee Wood Contracting, Inc. | | | |
| Hebert Construction Company | | | |

4 Bidders

Purpose/Business Case: This project is a combination of bridge and road preservation. The Road and Bridge Program goal is to have 95% of bridges and freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads and bridges first and extending the life of other identified roads and bridges to keep them in good condition. The Passing Relief Lane Program provides motorists with a safe opportunity to pass slower moving vehicles on two-lane rural highways.

Benefit: MDOT attempts to maximize the benefits of road and bridge preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition. The passing lane relief will reduce congestion and improve highway operations.

Funding Source:

45658A

State Restricted Trunkline Funds 100 %

55438A

State Restricted Trunkline Funds 100 %

59983A

Federal Highway Administration Funds 80.00 %

State Restricted Trunkline Funds 20.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: Deterioration of the existing State trunkline network and bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public. There is also a greater risk of accidents and injuries due to lack of vehicle lane passing.

Cost Reduction: Reduced roadway maintenance costs and reduced motorists operating costs with increased safety, efficiency, and capacity.

Selection: Low-bid.

New Project Identification: Rehabilitation and new construction.

Zip Code: 49784.

53. LETTING OF JANUARY 07, 2005
 PROPOSAL 0501007
 PROJECT BHN 38131-53256, ETC
 LOCAL AGRMT.
 START DATE - 10 days after award
 COMPLETION DATE - SEPTEMBER 30, 2005

ENG. EST.
 \$ 3,312,151.76

LOW BID
 \$ 3,155,652.61

% OVER/UNDER EST.
 -4.73 %

0.348 mi of widening to construct a center left-turn lane along M-50 at Hendee Road, 0.863 mi of ramp work at the M-50/US-127 interchange including widening, resurfacing, vertical alignment correction, structure replacement and bridge approaches, and 1.721 mi of overband crack fill and microsurfacing on M-50 to Rives Junction in Blackman Township, Jackson County.

10.00 % DBE participation required

| BIDDER | AS-READ | AS-CHECKED | |
|--------------------------------------|------------------------|-------------|-------------|
| Walter Toebe Construction Co. | \$ 3,155,652.61 | Same | 1 ** |
| Milbocker and Sons, Inc. | \$ 3,159,272.25 | Same | 2 |
| Hardman Construction, Inc. | \$ 3,367,535.66 | Same | 3 |
| C.A. Hull Co., Inc. | \$ 3,404,891.39 | Same | 4 |
| Anlaan Corporation | \$ 3,479,153.24 | Same | 5 |
| Midwest Bridge Company | \$ 3,767,967.76 | Same | 6 |
| J.E. Kloote Contracting, Inc. | | | |
| J. Slagter & Son Construction Co. | | | |
| Prince Bridge & Marine, LTD | | | |
| E. C. Korneffel Co. | | | |
| Davis Construction, Inc. | | | |
| E.T. MacKenzie Company | | | |

6 Bidders

Purpose/Business Case: This project is a combination of MDOT's Bridge Preservation Program, the Traffic and Safety Program, and the Capital Preventive Maintenance Program. The goal of this project is to have 95% of freeway bridges and 85% non-freeway bridges under MDOT's jurisdiction in good condition by 2007, to preserve the integrity of MDOT's safety assets and structural integrity, and to extend the service life of the state trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges. The treatments to be applied would retard future deterioration, maintain or improve the functional condition of the system. In addition, reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system resulting in longer pavement surface life.

Funding Source:

53256A
 Federal Highway Administration Funds 80.00 %
 State Restricted Trunkline Funds 20.00 %
 58886A
 Federal Highway Administration Funds 80.00 %
 State Restricted Trunkline Funds 20.00 %
 79524A
 State Restricted Trunkline Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public. There is also a greater risk of accidents and injuries by not implementing the safety treatments required in this project.

Cost Reduction: Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

Selection: Low-bid.

New Project Identification: Maintenance, rehabilitation, and reconstruction.

Zip Code: 49201.

54. LETTING OF JANUARY 07, 2005 ENG. EST. LOW BID
 PROPOSAL 0501008 \$ 2,619,199.43 \$ 2,489,598.56
 PROJECT NHS 09111-60467
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - APRIL 11, 2005
 COMPLETION DATE - JUNE 30, 2005 -4.95 %

2.25 mi of concrete pavement repair, diamond grinding, cold milling, hot mix asphalt resurfacing, shoulder reconstruction and guardrail and safety upgrades on M-13, from the connector south to M-13 in the townships of Monitor and Kawkawlin, Bay County.

| BIDDER | AS-READ | AS-CHECKED | |
|--------------------------|------------------------|-------------|-------------|
| Six-S, Inc. | \$ 2,489,598.56 | Same | 1 ** |
| Kelcris Corporation | \$ 2,509,108.55 | Same | 2 |
| Snowden, Inc. | \$ 2,644,788.89 | Same | 3 |
| Causie Contracting, Inc. | | | |

3 Bidders

Purpose/Business Case: MDOT's Road Preservation Program goal is to have 95% of freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition.

Benefit: MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition.

Funding Source:

60467A
 State Restricted Trunkline Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline network, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low-bid.

New Project Identification: Rehabilitation.

Zip Code: 48706.

| | | | |
|-----|--|------------------------------|----------------------------|
| 55. | LETTING OF JANUARY 07, 2005 PROPOSAL 0501009 PROJECT IM 23081-53259, ETC LOCAL AGRMT. START DATE - JUNE 13, 2005 COMPLETION DATE - SEPTEMBER 01, 2005 | ENG. EST. \$ 1,301,813.38 | LOW BID \$ 1,195,150.93 |
| | | | % OVER/UNDER EST. |
| | | | -8.19 % |

Emergency heat straightening of west fascia beam, replace intermediate steel diaphragm connection plates on S06, deck overlay, joint replacement, pin and hanger replacement, railing replacement, painting, minor substructure repair, concrete patching repairs, and approach work on I-496, S03 and S04 at Canal Road, S05 at Creyts Road and S06 at Snow Road in Delta Township, Eaton County.

5.00 % DBE participation required

| BIDDER | AS-READ | AS-CHECKED | |
|-----------------------------------|------------------------|-------------|-------------|
| Anlaan Corporation | \$ 1,195,150.93 | Same | 1 ** |
| Walter Toebe Construction Co. | \$ 1,247,799.05 | Same | 2 |
| C.A. Hull Co., Inc. | \$ 1,265,980.05 | Same | 3 |
| J. Slagter & Son Construction Co. | \$ 1,276,903.50 | Same | 4 |
| Midwest Bridge Company | \$ 1,316,600.38 | Same | 5 |
| Abhe & Svoboda, Inc. | | | |
| Davis Construction, Inc. | | | |
| Prince Bridge & Marine, LTD | | | |

5 Bidders

Purpose/Business Case: MDOT's Bridge Preservation Program goal is to have 95% of freeway bridges and 85% of non-freeway bridges under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

Benefit: MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

Funding Source:

53259A
 Federal Highway Administration Funds 90.00 %
 State Restricted Trunkline Funds 10.00 %
 53260A
 Federal Highway Administration Funds 80.00 %
 State Restricted Trunkline Funds 20.00 %
 80537A
 State Restricted Trunkline Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low-bid.

New Project Identification: Rehabilitation.

Zip Code: 48917.

56. LETTING OF JANUARY 07, 2005 ENG. EST. LOW BID
 PROPOSAL 0501010 \$ 1,178,174.60 \$ 1,514,595.16
 PROJECT BHN 07021-59933, ETC
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - APRIL 15, 2005
 COMPLETION DATE - OCTOBER 15, 2005 28.55 %

Bridge replacement on M-28 over Perch River and deep concrete overlay and painting on M-28 over Jumbo Creek with approach work and maintaining traffic in Covington and Duncan Townships, Baraga and Houghton Counties.

5.00 % DBE participation required

| BIDDER | AS-READ | AS-CHECKED | |
|------------------------------------|------------------------|-------------|-------------|
| Hebert Construction Company | \$ 1,514,595.16 | Same | 1 ** |
| Zenith Tech, Inc. | \$ 1,549,445.75 | Same | 2 |
| Yalmer Mattila Contracting, Inc. | \$ 1,594,601.05 | Same | 3 |
| A. Lindberg & Sons, Inc. | \$ 2,074,015.00 | Same | 4 |
| Bacco Construction Company | | | |
| Walter Toebe Construction Co. | | | |
| Snowden, Inc. | | | |
| J. Slagter & Son Construction Co. | | | |
| Midwest Bridge Company | | | |
| C.A. Hull Co., Inc. | | | |

4 Bidders

Purpose/Business Case: MDOT's Bridge Preservation Program goal is to have 95% of freeway bridges and 85% of non-freeway bridges under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

Benefit: MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such

factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

Funding Source:

59933A

| | |
|--------------------------------------|---------|
| Federal Highway Administration Funds | 80.00 % |
| State Restricted Trunkline Funds | 20.00 % |

72973A

| | |
|--------------------------------------|---------|
| Federal Highway Administration Funds | 80.00 % |
| State Restricted Trunkline Funds | 20.00 % |

Commitment Level: The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low-bid.

New Project Identification: Rehabilitation.

Zip Code: 49970.

| | | | |
|-----|--------------------------------------|---------------|-------------------|
| 57. | LETTING OF JANUARY 07, 2005 | ENG. EST. | LOW BID |
| | PROPOSAL 0501011 | \$ 259,807.81 | \$ 287,364.03 |
| | PROJECT M 49025-73124 | | |
| | LOCAL AGRMT. | | % OVER/UNDER EST. |
| | START DATE - 10 days after award | | |
| | COMPLETION DATE - SEPTEMBER 02, 2005 | | 10.61 % |

Shallow overlay, approach work and maintaining traffic on
on I-75 under M-123 in St. Ignace Township, Mackinac County.

| BIDDER | | AS-READ | AS-CHECKED | |
|--|-----------|-------------------|-------------|-------------|
| J. Slagter & Son Construction Co. | \$ | 287,364.03 | Same | 1 ** |
| Walter Toebe Construction Co. | \$ | 315,898.00 | Same | 2 |
| C.A. Hull Co., Inc. | \$ | 327,824.67 | Same | 3 |
| Midwest Bridge Company | \$ | 342,437.15 | Same | 4 |
| Hebert Construction Company | \$ | 351,763.80 | Same | 5 |
| Snowden, Inc. | \$ | 359,577.73 | Same | 6 |
| Anlaan Corporation | \$ | 395,054.57 | Same | 7 |

7 Bidders

Purpose/Business Case: MDOT's Bridge Preservation Program goal is to have 95% of freeway bridges and 85% of non-freeway bridges under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

Benefit: MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

Funding Source:

73124A

| | |
|----------------------------------|-------|
| State Restricted Trunkline Funds | 100 % |
|----------------------------------|-------|

Commitment Level: The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final

cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low-bid.

New Project Identification: Rehabilitation.

Zip Code: 49781.

| | | | |
|-----|--------------------------------|-----------------|-------------------|
| 58. | LETTING OF JANUARY 07, 2005 | ENG. EST. | LOW BID |
| | PROPOSAL 0501021 | \$ 4,933,288.88 | \$ 4,893,119.80 |
| | PROJECT ABRI 11111-50793 | | |
| | LOCAL AGRMT. | | % OVER/UNDER EST. |
| | START DATE - APRIL 18, 2005 | | |
| | COMPLETION DATE - MAY 28, 2006 | | -0.81 % |

Bridge removals and replacements and bridge approach construction on I-196, northbound and southbound over I-94 in Benton Township, Berrien County.

5.00 % DBE participation required

| BIDDER | AS-READ | AS-CHECKED | |
|-----------------------------------|------------------------|-------------|-------------|
| Hardman Construction, Inc. | \$ 4,893,119.80 | Same | 1 ** |
| Milbocker and Sons, Inc. | \$ 5,287,005.16 | Same | 2 |
| L. W. Lamb, Inc. | \$ 5,371,113.91 | Same | 3 |
| Anlaan Corporation | \$ 5,412,595.09 | Same | 4 |
| C.A. Hull Co., Inc. | \$ 5,565,026.33 | Same | 5 |
| Walter Toebe Construction Co. | \$ 5,693,702.43 | Same | 6 |
| Midwest Bridge Company | \$ 6,282,290.99 | Same | 7 |
| J.E. Kloote Contracting, Inc. | | | |
| Davis Construction, Inc. | | | |
| E. C. Korneffel Co. | | | |
| J. Slagter & Son Construction Co. | | | |
| Prince Bridge & Marine, LTD | | | |

7 Bidders

Purpose/Business Case: MDOT's Bridge Preservation Program goal is to have 95% of freeway bridges and 85% of non-freeway bridges under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

Benefit: MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

Funding Source:

50793A

| | |
|--------------------------------------|---------|
| Federal Highway Administration Funds | 80.00 % |
| State Restricted Trunkline Funds | 20.00 % |

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low-bid.

New Project Identification: Rehabilitation.

Zip Code: 49022.

| | | | |
|-----|----------------------------------|---------------|-------------------|
| 59. | LETTING OF JANUARY 07, 2005 | ENG. EST. | LOW BID |
| | PROPOSAL 0501022 | \$ 855,595.49 | \$ 787,143.66 |
| | PROJECT STH 79061-76156 | | |
| | LOCAL AGRMT. | | % OVER/UNDER EST. |
| | START DATE - 10 days after award | | |
| | COMPLETION DATE - JULY 30, 2005 | | -8.00 % |

1.15 mi of hot mix asphalt cold milling, widening and resurfacing and drainage on M-81 between Dixon Road and Colling Road in the village of Caro in Indianfields Township, Tuscola County.

10.00 % DBE participation required

| BIDDER | AS-READ | AS-CHECKED | |
|-------------------------------------|----------------------|-------------|-------------|
| Lee Wood Contracting, Inc. | \$ 787,143.66 | Same | 1 ** |
| Champagne and Marx Excavating, Inc. | \$ 866,034.73 | Same | 2 |
| Rohde Brothers Excavating, Inc. | \$ 891,505.05 | Same | 3 |
| A. J. Rehms & Son, Inc. | \$ 916,341.13 | Same | 4 |
| Ron Bretz Excavating, Inc. | \$ 950,973.87 | Same | 5 |
| Fisher Contracting Company | \$ 993,882.94 | Same | 6 |
| Lois Kay Contracting Co. | \$ 1,000,526.86 | Same | 7 |
| Bouradow Trucking Company | \$ 1,034,303.36 | Same | 8 |
| Zito Construction Co. | | | |
| Saginaw Asphalt Paving Company | | | |
| L.J. Construction, Inc. | | | |

8 Bidders

Purpose/Business Case: The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

Benefit: Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

Funding Source:

76156A

| | |
|--------------------------------------|---------|
| Federal Highway Administration Funds | 80.00 % |
| State Restricted Trunkline Funds | 20.00 % |

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of accidents and injuries by not implementing safety treatments.

Cost Reduction: Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

* Denotes a non-standard contract/amendment

Zip Code: 48723.

10.00 % DBE participation required

7 Bidders

Funding Source:

| | | |
|--------------------------------------|-----|---|
| Federal Highway Administration Funds | 100 | % |
|--------------------------------------|-----|---|

Page 45 of 124

cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of accidents and injuries by not implementing safety treatments.

Cost Reduction: Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

Selection: Low-bid.

New Project Identification: Reconstruction.

Zip Code: 49301.

| | | | |
|-----|------------------------------------|---------------|-------------------|
| 61. | LETTING OF JANUARY 07, 2005 | ENG. EST. | LOW BID |
| | PROPOSAL 0501024 | \$ 420,645.25 | \$ 505,192.18 |
| | PROJECT MG 59041-79068 | | |
| | LOCAL AGRMT. | | % OVER/UNDER EST. |
| | START DATE - AUGUST 01, 2005 | | |
| | COMPLETION DATE - OCTOBER 08, 2005 | | 20.10 % |

Deep concrete overlay, deck joint replacement, substructure repair, partial painting, scour counter measurers and approach work on M-82 over the Tamarack Creek in Reynolds Township, Montcalm County.

| BIDDER | | AS-READ | AS-CHECKED | |
|--------------------------------------|----|-------------------|-------------|-------------|
| Walter Toebe Construction Co. | \$ | 505,192.18 | Same | 1 ** |
| J. Slagter & Son Construction Co. | \$ | 511,105.58 | Same | 2 |
| Midwest Bridge Company | \$ | 516,881.17 | Same | 3 |
| L. W. Lamb, Inc. | \$ | 517,438.69 | Same | 4 |
| Anlaan Corporation | \$ | 554,527.14 | Same | 5 |
| C.A. Hull Co., Inc. | \$ | 588,370.67 | Same | 6 |
| Miller Development, Inc. | | | | |
| Prince Bridge & Marine, LTD | | | | |
| Davis Construction, Inc. | | | | |

6 Bidders

Purpose/Business Case: MDOT's Bridge Preservation Program goal is to have 95% of freeway bridges and 85% of non-freeway bridges under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

Benefit: MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

Funding Source:

79068A

Federal Highway Administration Funds 81.85 %

State Restricted Trunkline Funds 18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low-bid.

New Project Identification: Rehabilitation.
Zip Code: 49329.

62. LETTING OF JANUARY 07, 2005 ENG. EST. LOW BID
 PROPOSAL 0501025 \$ 84,642.09 \$ **78,474.26**
 PROJECT STH 23051-76034
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - JULY 25, 2005
 COMPLETION DATE - AUGUST 21, 2005 -7.29 %

0.05 mi of widening for center left-turn lane extension on
 M-50 (Upland Avenue) from Cochran Road to Summit Street in
 the city of Charlotte, Eaton County.

| BIDDER | | AS-READ | AS-CHECKED | |
|--------------------------------------|----|------------------|-------------|-------------|
| Hoffman Bros., Inc. | \$ | 78,474.26 | Same | 1 ** |
| Nashville Construction Company | \$ | 78,803.26 | Same | 2 |
| C & D Hughes, Inc. | \$ | 79,467.51 | Same | 3 |
| L & L Construction Co., Inc. | \$ | 80,353.45 | Same | 4 |
| Cadwell Brothers Construction | \$ | 80,500.58 | Same | 5 |
| Workman Contractors, Inc. | \$ | 82,312.26 | Same | 6 |
| Aggregate Industries-Central Region | \$ | 82,354.75 | Same | 7 |
| Eastlund Concrete Construction, Inc. | \$ | 85,878.55 | Same | 8 |
| Hallenbeck Construction Company | | | | |
| Burkett Excavating | | | | |
| Kamminga & Roodvoets, Inc. | | | | |
| Bailey Excavating, Inc. | | | | |
| Milbocker and Sons, Inc. | | | | |
| Tom's Advanced Paving Company | | | | |

8 Bidders

Purpose/Business Case: The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

Benefit: Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

Funding Source:

76034A
 Federal Highway Administration Funds 80.00 %
 State Restricted Trunkline Funds 20.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of accidents and injuries by not implementing safety treatments.

Cost Reduction: Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

Selection: Low-bid.

New Project Identification: Reconstruction.

Zip Code: 48813.

63. LETTING OF JANUARY 07, 2005
 PROPOSAL 0501026 ENG. EST. \$ 463,053.73 LOW BID \$ 409,948.47
 PROJECT M 62022-78471
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - JULY 25, 2005
 COMPLETION DATE - JUNE 01, 2006 -11.47 %

0.05 mi of intersection improvements, culvert replacements,
 drainage, approach treatment, and curb and gutter
 on M-82, from south of 64th Street northerly to north of
 64th Street in Sheridan Township, Newaygo County.

| BIDDER | AS-READ | AS-CHECKED | |
|--------------------------------------|----------------------|-------------|-------------|
| Bernie Johnson Trucking, Inc. | \$ 409,948.47 | Same | 1 ** |
| Kamminga & Roodvoets, Inc. | \$ 434,367.65 | Same | 2 |
| CL Trucking & Excavating, LLC. | \$ 444,809.51 | Same | 3 |
| Nagel Construction, Inc. | \$ 453,403.00 | Same | 4 |
| J.E. Kloote Contracting, Inc. | \$ 466,675.54 | Same | 5 |
| Wadel Stabilization, Inc. | \$ 471,929.06 | Same | 6 |
| Hallack Contracting, Inc. | \$ 486,869.72 | Same | 7 |
| Dykema Excavators, Inc. | \$ 490,906.29 | Same | 8 |
| Milbocker and Sons, Inc. | \$ 512,794.45 | Same | 9 |
| Stein Construction Co., Inc. | \$ 516,950.85 | Same | 10 |
| Schippers Excavating, Inc. | \$ 558,490.00 | Same | 11 |
| C & D Hughes, Inc. | \$ 577,133.93 | Same | 12 |
| Quantum Construction Company, Inc. | \$ 671,558.70 | Same | 13 |
| CJ's Excavating Septic Service, Inc. | | | |
| Nashville Construction Company | | | |
| L.J. Construction, Inc. | | | |

13 Bidders

Purpose/Business Case: MDOT's Road Preservation Program goal is to have 95% of freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition.

Benefit: MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition.

Funding Source:

78471A

State Restricted Trunkline Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline network, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low-bid.

New Project Identification: Rehabilitation.

Zip Code: 49412.

64. LETTING OF JANUARY 07, 2005
 PROPOSAL 0501027 ENG. EST. \$ 426,783.73 \$ LOW BID 451,260.19
 PROJECT STG 84916-79992
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - DECEMBER 01, 2005 5.74 %

Application of permanent pavement markings including longitudinal and special markings on various state trunkline routes in Hillsdale, Jackson and Lenawee Counties.

| BIDDER | | AS-READ | | AS-CHECKED | |
|--------------------------------|----|-------------------|--|-------------|-------------|
| R. S. Contracting, Inc. | \$ | 451,260.19 | | Same | 1 ** |
| P.K. Contracting, Inc. | \$ | 499,460.06 | | Same | 2 |
| Clark Highway Services, Inc. | \$ | 540,786.86 | | Same | 3 |
| NES - Worksafe | | | | | |

3 Bidders

Purpose/Business Case: The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

Benefit: Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

Funding Source:

79992A

Federal Highway Administration Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of accidents and injuries by not implementing safety treatments.

Cost Reduction: Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

Selection: Low-bid.

New Project Identification: Reconstruction.

Zip Code: 49201; Transportation Service Center (TSC) wide.

65. LETTING OF JANUARY 07, 2005
 PROPOSAL 0501028 ENG. EST. \$ 299,528.65 \$ LOW BID 298,091.37
 PROJECT STG 84912-79988
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - DECEMBER 01, 2005 -0.48 %

Application of permanent pavement markings including longitudinal and special markings on various state trunkline routes in Alcona, Alpena, Iosco, Montmorency, Oscoda and Presque Isle Counties.

| BIDDER | | AS-READ | AS-CHECKED | |
|-------------------------------------|----|-------------------|-------------|-------------|
| Clark Highway Services, Inc. | \$ | 298,091.37 | Same | 1 ** |
| P.K. Contracting, Inc. | \$ | 318,781.18 | Same | 2 |
| R. S. Contracting, Inc. | \$ | 319,296.31 | Same | 3 |
| NES - Worksafe | | | | |

3 Bidders

Purpose/Business Case: The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

Benefit: Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

Funding Source:

79988A

Federal Highway Administration Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of accidents and injuries by not implementing safety treatments.

Cost Reduction: Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

Selection: Low-bid.

New Project Identification: Reconstruction.

Zip Code: 49707 TSC-wide.

| | | | |
|-----|-------------------------------------|-------------------|---------------|
| 66. | LETTING OF JANUARY 07, 2005 | ENG. EST. | LOW BID |
| | PROPOSAL 0501029 | \$ 717,479.07 | \$ 740,272.60 |
| | PROJECT STG 84916-79989 | | |
| | LOCAL AGRMT. | % OVER/UNDER EST. | |
| | START DATE - 10 days after award | | |
| | COMPLETION DATE - DECEMBER 01, 2005 | | 3.18 % |

Application of permanent pavement markings including longitudinal and special markings on various state trunkline routes in Livingston, Monroe and Washtenaw Counties.

| BIDDER | | AS-READ | AS-CHECKED | |
|--------------------------------|----|-------------------|-------------|-------------|
| R. S. Contracting, Inc. | \$ | 740,272.60 | Same | 1 ** |
| P.K. Contracting, Inc. | \$ | 758,442.78 | Same | 2 |
| NES - Worksafe | | | | |
| Clark Highway Services, Inc. | | | | |

2 Bidders

Purpose/Business Case: The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

Benefit: Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

Funding Source:

79989A

Federal Highway Administration Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of accidents and injuries by not implementing safety treatments.

Cost Reduction: Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

Selection: Low-bid.

New Project Identification: Reconstruction.

Zip Code: 48116 - TSC-wide.

| | | | |
|-----|--------------------------------|--------------|-------------------|
| 67. | LETTING OF JANUARY 07, 2005 | ENG. EST. | LOW BID |
| | PROPOSAL 0501030 | \$ 50,569.60 | \$ 52,103.18 |
| | PROJECT M 28013-80744 | | |
| | LOCAL AGRMT. | | % OVER/UNDER EST. |
| | START DATE - APRIL 25, 2005 | | |
| | COMPLETION DATE - MAY 13, 2005 | | 3.03 % |

Heat straightening of one beam, cleaning and coating of damaged structural steel and maintaining traffic on US-31 pedestrian bridge at Traverse City State Park in the city of Traverse City, in East Bay Township, Grand Traverse County.

| BIDDER | AS-READ | AS-CHECKED | |
|-----------------------------------|--------------|------------|------|
| Anlaan Corporation | \$ 52,103.18 | Same | 1 ** |
| Midwest Bridge Company | \$ 63,097.00 | Same | 2 |
| J. Slagter & Son Construction Co. | \$ 63,111.24 | Same | 3 |
| L. W. Lamb, Inc. | \$ 65,755.12 | Same | 4 |
| Abhe & Svoboda, Inc. | \$ 67,770.00 | Same | 5 |
| Civil Construction, Inc. | | | |
| C.A. Hull Co., Inc. | | | |
| Prince Bridge & Marine, LTD | | | |

5 Bidders

Purpose/Business Case: MDOT's Bridge Preservation Program goal is to have 95% of freeway bridges and 85% of non-freeway bridges under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

Benefit: MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

Funding Source:

80744A

State Restricted Trunkline Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final

* Denotes a non-standard contract/amendment

cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low-bid.

New Project Identification: Rehabilitation.

Zip Code: 49684.

| | | | |
|-----|-------------------------------------|-----------------|-------------------|
| 68. | LETTING OF JANUARY 07, 2005 | ENG. EST. | LOW BID |
| | PROPOSAL 0501031 | \$ 1,393,354.69 | \$ 1,434,132.60 |
| | PROJECT STG 84915-79991 | | |
| | LOCAL AGRMT. | | % OVER/UNDER EST. |
| | START DATE - 10 days after award | | |
| | COMPLETION DATE - DECEMBER 01, 2005 | | 2.93 % |

Application of permanent pavement markings including longitudinal and special markings on various state trunkline routes in Allegan, Barry, Berrien, Branch, Calhoun, Cass, Kalamazoo, St. Joseph and Van Buren Counties.

| BIDDER | AS-READ | AS-CHECKED | |
|--------------------------------|------------------------|-------------|-------------|
| R. S. Contracting, Inc. | \$ 1,434,132.60 | Same | 1 ** |
| P.K. Contracting, Inc. | \$ 1,537,751.50 | Same | 2 |
| Clark Highway Services, Inc. | \$ 1,580,998.78 | Same | 3 |
| NES - Worksafe | \$ 1,777,878.30 | Same | 4 |

4 Bidders

Purpose/Business Case: The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

Benefit: Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

Funding Source:

79991A

Federal Highway Administration Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of accidents and injuries by not implementing safety treatments.

Cost Reduction: Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

Selection: Low-bid.

New Project Identification: Reconstruction.

Zip Code: 49001, Region-wide.

69. LETTING OF JANUARY 07, 2005 ENG. EST. LOW BID
 PROPOSAL 0501032 \$ 1,281,605.34 \$ 1,067,737.75
 PROJECT MG 74022-79820-2, ETC
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - JULY 18, 2005
 COMPLETION DATE - AUGUST 27, 2005 -16.69 %

15.944 mi of hot mix asphalt ultra-thin overlay, on M-90
 from M-19 to South Black River Road, and on M-25 from Wood
 Street to Cedar Street in the village Port Hope, city of
 Harbor Beach, townships of Elk, Buel, Lexington, Sand Beach
 and Rubicon, Sanilac and Huron Counties.

| BIDDER | AS-READ | AS-CHECKED | |
|---------------------------------------|------------------------|-------------|-------------|
| Saginaw Asphalt Paving Company | \$ 1,067,737.75 | Same | 1 ** |
| Pyramid Paving & Contracting | \$ 1,210,340.75 | Same | 2 |

2 Bidders

Purpose/Business Case: This project is a combination of the Capital Preventive Maintenance Program (CPM) and the Transportation Enhancement Program to preserve the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system. The Enhancement program is included in TEA-21 which sets aside funding for transportation enhancement activities and defines allowable enhancement activities.

Benefit: These treatments retard future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life thereby delaying the need for more expensive rehabilitation or reconstruction treatments. The project would allow the use of Federal funds to improve the transportation infrastructure in Michigan by funding "non-traditional" transportation projects to surrounding cities, villages, counties, and to MDNR and MDOT.

Funding Source:

79820A

| | |
|--------------------------------------|---------|
| Federal Highway Administration Funds | 81.85 % |
| State Restricted Trunkline Funds | 18.15 % |

81459A

| | |
|--------------------------------------|---------|
| Federal Highway Administration Funds | 81.85 % |
| State Restricted Trunkline Funds | 18.15 % |

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: Loss of Federal funds. If funds are not used under the enhancement guidelines, they are redistributed to other states for additional enhancement activities in those states. There is also a risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs. Reduced use of traditional transportation funding sources for these activities. Wide-ranging costs due to the various enhancement activities allowed in the program.

Selection: Low-bid.

New Project Identification: Maintenance and enhancement.

Zip Code: 48422.

70. LETTING OF JANUARY 07, 2005
 PROPOSAL 0501033
 PROJECT HSG 39041-51936, ETC
 LOCAL AGRMT. 04-5499
 START DATE - MARCH 14, 2005
 COMPLETION DATE - AUGUST 05, 2005

ENG. EST.
 \$ 1,304,642.62

LOW BID
 \$ 1,228,458.75

% OVER/UNDER EST.
 -5.84 %

0.82 mi of intersection realignment and hot mix asphalt cold milling and resurfacing, widening, drainage work, water main relocation, and signal work on I-94BL (Stadium Drive) and Michigan Avenue intersection, in the city of Kalamazoo, Kalamazoo County.

5.00 % DBE participation required

| BIDDER | AS-READ | AS-CHECKED | |
|--------------------------------------|------------------------|-------------|-------------|
| Peters Construction Co. | \$ 1,228,458.75 | Same | 1 ** |
| Hoffman Bros., Inc. | \$ 1,286,118.38 | Same | 2 |
| Kalin Construction Co., Inc. | \$ 1,331,886.62 | Same | 3 |
| Northern Construction Services, Corp | \$ 1,340,851.72 | Same | 4 |
| Kamminga & Roodvoets, Inc. | \$ 1,360,546.27 | Same | 5 |
| Nashville Construction Company | \$ 1,476,774.79 | Same | 6 |
| Aggregate Industries-Central Region | | | |
| Michigan Paving & Materials Co. | | | |

6 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: This project is a combination of Traffic and Safety Program and the Capital Preventive Maintenance Programs to preserve the integrity of MDOT's safety assets and structural integrity, and extend the service life of the state trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments retard future deterioration, maintain or improve the functional condition of the system. In addition, the treatments will reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system resulting in longer pavement surface life.

Funding Source:

| | |
|--------------------------------------|---------|
| 51936A | |
| Federal Highway Administration Funds | 79.42 % |
| State Restricted Trunkline Funds | 20.58 % |
| 72683A | |
| Federal Highway Administration Funds | 58.34 % |
| City of Kalamazoo | 22.86 % |
| State Restricted Trunkline Funds | |
| (State Rail Grade Crossing) | 18.80 % |
| 75866A | |
| Federal Highway Administration Funds | 81.85 % |
| City of Kalamazoo | 2.23 % |
| State Restricted Trunkline Funds | 15.92 % |

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final

cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of accidents and injuries by not implementing safety treatments.

Cost Reduction: Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

Selection: Low-bid.

New Project Identification: Maintenance & reconstruction.

Zip Code: 49006.

| | | | |
|-----|--------------------------------|---------------|----------------------|
| 71. | LETTING OF JANUARY 07, 2005 | ENG. EST. | LOW BID |
| | PROPOSAL 0501034 | \$ 199,659.51 | \$ 195,460.52 |
| | PROJECT IM 13081-78502 | | |
| | LOCAL AGRMT. 04-5464 | | % OVER/UNDER EST. |
| | START DATE - APRIL 18, 2005 | | |
| | COMPLETION DATE - MAY 27, 2005 | | -2.10 % |

Resurfacing bridge deck, substructure and beam concrete patching repairs, minor hot mix asphalt approach work and maintaining traffic on I-94, under Renton Road in the city of Battle Creek, Calhoun County.

| BIDDER | | AS-READ | AS-CHECKED | |
|--|----|-------------------|-------------|-------------|
| J. Slagter & Son Construction Co. | \$ | 195,460.52 | Same | 1 ** |
| Anlaan Corporation | \$ | 238,999.10 | Same | 2 |
| Walter Toebe Construction Co. | \$ | 242,451.30 | Same | 3 |
| C.A. Hull Co., Inc. | \$ | 286,486.54 | Same | 4 |
| Midwest Bridge Company | \$ | 305,232.50 | Same | 5 |
| L. W. Lamb, Inc. | | | | |
| Prince Bridge & Marine, LTD | | | | |

5 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: MDOT's Bridge Preservation Program goal is to have 95% of freeway bridges and 85% of non-freeway bridges under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

Benefit: MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

Funding Source:

78502A

| | |
|--------------------------------------|---------|
| City of Battle Creek | 0.99 % |
| Federal Highway Administration Funds | 90.00 % |
| State Restricted Trunkline Funds | 9.01 % |

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.
Selection: Low-bid.
New Project Identification: Rehabilitation.
Zip Code: 49015.

72. LETTING OF JANUARY 07, 2005 ENG. EST. LOW BID
 PROPOSAL 0501035 \$ 2,851,371.40 \$ 2,652,383.83
 PROJECT STG 73073-78733-2, ETC
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - APRIL 18, 2005
 COMPLETION DATE - JULY 22, 2005 -6.98 %

0.12 mi of longitudinal grooving and curb painting on M-58
 at Carolina Street, 15.41 mi of concrete joint repair,
 sealing cracks and joints, trenching, hot mix asphalt
 shoulders, pavement markings and diamond grinding concrete
 pavement on M-47 from freeway section of M-47 to Washington
 Avenue, on M-15 from Lapeer Road to Lippencott Boulevard, on
 M-15 from the Saginaw/Bay County line to M-138, on I-75 from
 Prevo Road to the Arenac County line in the cities of
 Freeland and Saginaw, in the townships of Tittabawassee,
 Davison, Merritt, Fraser and Pinconning, Saginaw, Bay and
 Genesee Counties.

5.00 % DBE participation required

| BIDDER | AS-READ | AS-CHECKED | |
|--------------------------|------------------------|-------------|-------------|
| Six-S, Inc. | \$ 2,652,383.83 | Same | 1 ** |
| Kelcris Corporation | \$ 2,988,602.64 | Same | 2 |
| Causie Contracting, Inc. | | | |
| Snowden, Inc. | | | |
| Florence Cement Company | | | |

2 Bidders

Purpose/Business Case: This project is a combination of Traffic and Safety Program and the Capital Preventive Maintenance Programs to preserve the integrity of MDOT's safety assets and structural integrity, and extend the service life of the state trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments retard future deterioration, maintain or improve the functional condition of the system. In addition, the treatments will reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system resulting in longer pavement surface life.

Funding Source:

| | |
|--------------------------------------|---------|
| 78733A | |
| Federal Highway Administration Funds | 100 % |
| 79819A | |
| Federal Highway Administration Funds | 81.85 % |
| State Restricted Trunkline Funds | 18.15 % |

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of accidents and injuries by not implementing safety treatments.
Cost Reduction: Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.
Selection: Low-bid.
New Project Identification: Maintenance & reconstruction.
Zip Code: 48706.

73. LETTING OF JANUARY 07, 2005 ENG. EST. LOW BID
 PROPOSAL 0501036 \$ 966,049.92 \$ 974,084.64
 PROJECT STG 84916-79993
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - DECEMBER 01, 2005 0.83 %

Application of permanent pavement markings including longitudinal and special markings on various state trunkline routes in Clinton, Eaton, Ingham and Shiawassee Counties.

| BIDDER | AS-READ | AS-CHECKED | |
|------------------------------|-----------------|------------|------|
| R. S. Contracting, Inc. | \$ 974,084.64 | Same | 1 ** |
| P.K. Contracting, Inc. | \$ 1,053,029.32 | Same | 2 |
| NES - Worksafe | \$ 1,160,344.17 | Same | 3 |
| Clark Highway Services, Inc. | \$ 1,205,598.28 | Same | 4 |

4 Bidders

Purpose/Business Case: The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

Benefit: Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

Funding Source:

79993A

Federal Highway Administration Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of accidents and injuries by not implementing safety treatments.

Cost Reduction: Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

Selection: Low-bid.

New Project Identification: Maintenance.

Zip Code: 48823.

74. LETTING OF JANUARY 07, 2005 ENG. EST. LOW BID
 PROPOSAL 0501037 \$ 613,607.22 \$ 620,893.40
 PROJECT NH 44032-79822
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - OCTOBER 03, 2005
 COMPLETION DATE - OCTOBER 31, 2005 1.19 %

5.58 mi of one-course hot mix asphalt overlay with minor joint repair and shoulder trenching on M-53 from north of M-90 to south of the Marlette city limits in Burnside and Marlette Townships, Lapeer and Sanilac Counties.

A 2005 highway preventive maintenance project.

10.00 % DBE participation required

| BIDDER | | AS-READ | | AS-CHECKED |
|---------------------------------------|----|-------------------|--|------------------|
| Saginaw Asphalt Paving Company | \$ | 620,893.40 | | Same 1 ** |
| John Carlo, Inc. | \$ | 758,977.89 | | Same 2 |
| Barrett Paving Materials, Inc. | \$ | 876,509.55 | | Same 3 |
| Cadillac Asphalt, LLC. | | | | |

3 Bidders

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments retard future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

79822A

| | |
|--------------------------------------|---------|
| Federal Highway Administration Funds | 81.85 % |
| State Restricted Trunkline Funds | 18.15 % |

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low-bid.

New Project Identification: Maintenance.

Zip Code: 48453.

| | | |
|--------------------------------------|-------------------|---------------|
| 75. LETTING OF JANUARY 07, 2005 | ENG. EST. | LOW BID |
| PROPOSAL 0501038 | \$ 683,054.76 | \$ 473,124.01 |
| PROJECT STT 77041-79731, ETC | | |
| LOCAL AGRMT. | % OVER/UNDER EST. | |
| START DATE - JULY 18, 2005 | | |
| COMPLETION DATE - SEPTEMBER 03, 2005 | | -30.73 % |

8.06 mi of microsurfacing and overband crack treatment on M-136 from Kilgore Road to Beard Road and M-19 from Bryce Road to Metcalf Road in the townships of Kenockee, Clyde and Emmett, St. Clair County.

A 2005 highway preventive maintenance project.

| BIDDER | | AS-READ | AS-CHECKED | |
|---------------------------------|----|-------------------|-------------|-------------|
| Terry Construction, Inc. | \$ | 473,124.01 | Same | 1 ** |
| Strawser Incorporated | \$ | 540,859.94 | Same | 2 |
| Fahrner Asphalt Sealers, Inc. | | | | |

2 Bidders

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments retard future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

79731A

Federal Highway Administration Funds 81.85 %

State Restricted Trunkline Funds 18.15 %

79732A

Federal Highway Administration Funds 81.85 %

State Restricted Trunkline Funds 18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low-bid.

New Project Identification: Maintenance.

Zip Code: 48049.

76. LETTING OF JANUARY 07, 2005 ENG. EST. LOW BID
 PROPOSAL 0501039 \$ 863,972.70 \$ **774,567.50**
 PROJECT NH 11051-79854
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - APRIL 18, 2005
 COMPLETION DATE - MAY 27, 2005 -10.35 %

4.19 mi of cold milling and hot mix asphalt resurfacing on M-51 from the Indiana state line to M-60BR in the city of Niles in Niles Township, Berrien County.

A 2005 highway preventive maintenance project.

10.00 % DBE participation required

| BIDDER | | AS-READ | AS-CHECKED | |
|--|----|-------------------|-------------|-------------|
| Michigan Paving & Materials Co. | \$ | 774,567.50 | Same | 1 ** |
| Rieth-Riley Construction Co., Inc. | \$ | 823,615.00 | Same | 2 |
| Consumers Asphalt Company | \$ | 899,846.44 | Same | 3 |

3 Bidders

* Denotes a non-standard contract/amendment

01/26/2005

Page 59 of 124

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments retard future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

79854A

| | |
|--------------------------------------|---------|
| Federal Highway Administration Funds | 81.85 % |
| State Restricted Trunkline Funds | 18.15 % |

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low-bid.

New Project Identification: Maintenance.

Zip Code: 49120.

| | | | |
|-----|------------------------------------|---------------|-------------------|
| 77. | LETTING OF JANUARY 07, 2005 | ENG. EST. | LOW BID |
| | PROPOSAL 0501040 | \$ 669,925.25 | \$ 641,589.24 |
| | PROJECT NH 25074-79835 | | |
| | LOCAL AGRMT. | | % OVER/UNDER EST. |
| | START DATE - SEPTEMBER 12, 2005 | | |
| | COMPLETION DATE - OCTOBER 05, 2005 | | -4.23 % |

2.66 mi of hot mix asphalt cold milling and resurfacing with minor hot mix asphalt joint repair on M-54 (Dort Highway) from I-75 to Hill Road in Grand Blanc Township, Genesee County.

A 2005 highway preventive maintenance project.

| BIDDER | | AS-READ | AS-CHECKED | |
|-------------------------------------|----|-------------------|-------------|-------------|
| Ace Asphalt & Paving Co. | \$ | 641,589.24 | Same | 1 ** |
| Barrett Paving Materials, Inc. | \$ | 697,885.00 | Same | 2 |
| Lois Kay Contracting Co. | \$ | 702,190.44 | Same | 3 |
| Cadillac Asphalt, LLC. | \$ | 823,308.19 | Same | 4 |
| Saginaw Asphalt Paving Company | | | | |

4 Bidders

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments retard future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

79835A

| | |
|--------------------------------------|---------|
| Federal Highway Administration Funds | 81.85 % |
| State Restricted Trunkline Funds | 18.15 % |

Commitment Level: The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low-bid.

New Project Identification: Maintenance.

Zip Code: 48439.

| | | | |
|-----|--------------------------------|-------------------|---------------|
| 78. | LETTING OF JANUARY 07, 2005 | ENG. EST. | LOW BID |
| | PROPOSAL 0501041 | \$ 1,002,841.35 | \$ 881,747.21 |
| | PROJECT IM 77023-79728 | | |
| | LOCAL AGRMT. | % OVER/UNDER EST. | |
| | START DATE - APRIL 15, 2005 | | |
| | COMPLETION DATE - MAY 21, 2005 | | -12.08 % |

9.704 mi of full depth concrete repairs at failed dowel bar, retrofit locations on I-69 westbound from M-19 intersection to Taylor Road in the townships of Riley, Wales and Kimbal, St. Clair County.

A 2005 highway preventive maintenance project.

20.00 % DBE participation required

| BIDDER | | AS-READ | AS-CHECKED | |
|--------------------------|----|-------------------|-------------|-------------|
| Snowden, Inc. | \$ | 881,747.21 | Same | 1 ** |
| Six-S, Inc. | \$ | 932,598.13 | Same | 2 |
| Kelcris Corporation | \$ | 985,808.15 | Same | 3 |
| Florence Cement Company | \$ | 986,416.75 | Same | 4 |
| Causie Contracting, Inc. | | | | |

4 Bidders

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments retard future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

79728A

| | |
|--------------------------------------|---------|
| Federal Highway Administration Funds | 90.00 % |
| State Restricted Trunkline Funds | 10.00 % |

Commitment Level: The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Zip Code: 48022.

Commitment Level: The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public. There is also a risk of injury/accidents due to existing surface conditions.

Cost Reduction: Reduced vehicle and roadway maintenance costs.

Selection: Low-bid.

New Project Identification: Maintenance and rehabilitation.

Zip Code: 48879.

| | | | |
|-----|---|------------------------------|----------------------------|
| 80. | LETTING OF JANUARY 07, 2005 PROPOSAL 0501043 PROJECT NH 37014-79814 LOCAL AGRMT. START DATE - AUGUST 01, 2005 COMPLETION DATE - SEPTEMBER 14, 2005 | ENG. EST. \$ 1,424,694.58 | LOW BID \$ 1,489,881.68 |
| | | | % OVER/UNDER EST. |
| | | | 4.58 % |

12.76 mi of hot mix asphalt ultra-thin overlay with minor guardrail work on US-127, from north of River Road to south of Clare/Isabella County line, in Union, Isabella and Vernon Townships, Isabella County.

A 2005 highway preventive maintenance project.

5.00 % DBE participation required

| BIDDER | AS-READ | AS-CHECKED | |
|------------------------------------|------------------------|-------------|-------------|
| Central Asphalt, Inc. | \$ 1,489,881.68 | Same | 1 ** |
| Rieth-Riley Construction Co., Inc. | \$ 1,596,426.80 | Same | 2 |
| Pyramid Paving & Contracting | | | |

2 Bidders

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments retard future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

79814A

| | |
|--------------------------------------|---------|
| Federal Highway Administration Funds | 81.85 % |
| State Restricted Trunkline Funds | 18.15 % |

Commitment Level: The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low-bid.

New Project Identification: Maintenance.
Zip Code: 48858 Region-wide.

| | | | |
|-----|---------------------------------|---------------|----------------------|
| 81. | LETTING OF JANUARY 07, 2005 | ENG. EST. | LOW BID |
| | PROPOSAL 0501044 | \$ 712,699.29 | \$ 689,915.80 |
| | PROJECT IM 82191-79684 | | |
| | LOCAL AGRMT. | | % OVER/UNDER EST. |
| | START DATE - APRIL 15, 2005 | | |
| | COMPLETION DATE - JUNE 15, 2005 | | -3.20 % |

4.98 mi of concrete pavement restoration, on I-75 from Connector 3 (Dix/Toledo Road) northerly to Goddard Road, in the cities of Taylor and Southgate, in Brownstown Township, Wayne County.

A 2005 highway preventive maintenance project.

3.00 % DBE participation required

| BIDDER | AS-READ | AS-CHECKED |
|----------------------------|----------------------|------------------|
| Kelcris Corporation | \$ 689,915.80 | Same 1 ** |
| Six-S, Inc. | \$ 708,450.64 | Same 2 |
| Florence Cement Company | \$ 778,474.87 | Same 3 |
| Causie Contracting, Inc. | | |
| Snowden, Inc. | | |

3 Bidders

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments retard future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

79684A

| | | |
|--------------------------------------|-------|---|
| Federal Highway Administration Funds | 90.00 | % |
| State Restricted Trunkline Funds | 10.00 | % |

Commitment Level: The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low-bid.

New Project Identification: Maintenance.

Zip Code: 48180.

| | | | |
|-----|--|------------------------------|----------------------------|
| 82. | LETTING OF JANUARY 07, 2005 PROPOSAL 0501045 PROJECT IM 38103-79742, ETC LOCAL AGRMT. START DATE - 10 days after award COMPLETION DATE - MAY 16, 2005 | ENG. EST. \$ 1,777,984.85 | LOW BID \$ 1,442,971.60 |
| | | | % OVER/UNDER EST. |
| | | | -18.84 % |

12.95 mi of intermittent full depth concrete pavement repairs, and 5.80 mi of overband crack fill and paver placed surface seal on I-94 from Sargent Road to the Jackson/Washtenaw County line in Leoni and Grass Lake Townships, Jackson County.

A 2005 highway preventive maintenance project.

5.00 % DBE participation required

| BIDDER | AS-READ | AS-CHECKED | |
|--|------------------------|-------------|-------------|
| Michigan Paving & Materials Co. | \$ 1,442,971.60 | Same | 1 ** |
| Aggregate Industries-Central Region | \$ 1,462,905.10 | Same | 2 |
| Kelcris Corporation | \$ 1,463,622.60 | Same | 3 |
| Causie Contracting, Inc. | | | |
| Florence Cement Company | | | |
| Snowden, Inc. | | | |
| Six-S, Inc. | | | |

3 Bidders

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments retard future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

| | |
|--------------------------------------|---------|
| 79742A | |
| Federal Highway Administration Funds | 90.00 % |
| State Restricted Trunkline Funds | 10.00 % |
| 79775A | |
| Federal Highway Administration Funds | 90.00 % |
| State Restricted Trunkline Funds | 10.00 % |

Commitment Level: The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low-bid.

New Project Identification: Maintenance.

Zip Code: 49240.

83. LETTING OF JANUARY 07, 2005 ENG. EST. LOW BID
 PROPOSAL 0501046 \$ 302,271.12 \$ 226,246.20
 PROJECT M 47082-78889
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - JUNE 15, 2005
 COMPLETION DATE - JULY 15, 2005 -25.15 %

3.4 mi of microsurfacing with overband crack fill on M-59 westbound from US-23 to the Livingston/Oakland County line in the city of Harland in Hartland Township, Livingston County.

A 2005 highway preventive maintenance project.

| BIDDER | AS-READ | AS-CHECKED | |
|---------------------------------|----------------------|-------------|-------------|
| Terry Construction, Inc. | \$ 226,246.20 | Same | 1 ** |
| Strawser Incorporated | \$ 314,531.20 | Same | 2 |
| Municipal Construction Inc. | \$ 345,836.20 | Same | 3 |
| Fahrner Asphalt Sealers, Inc. | | | |

3 Bidders

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments retard future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

78889A

State Restricted Trunkline Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low-bid.

New Project Identification: Maintenance.

Zip Code: 48353.

84. LETTING OF JANUARY 07, 2005 ENG. EST. LOW BID
 PROPOSAL 0501047 \$ 586,797.13 \$ 548,017.22
 PROJECT NH 28051-79028
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - JULY 11, 2005
 COMPLETION DATE - 14 working days -6.61 %

4.773 mi of hot mix asphalt cold milling and resurfacing with pavement and shoulder repairs on M-37 from north of the centerline of M-113 northerly to south of the centerline of Vance Road in Blair and Mayfield Townships, Grand Traverse County.

A 2005 highway preventive maintenance project.

10.00 % DBE participation required

| BIDDER | | AS-READ | AS-CHECKED | |
|---|----|-------------------|-------------|-------------|
| Rieth-Riley Construction Co., Inc. | \$ | 548,017.22 | Same | 1 ** |
| Elmer's Crane & Dozer, Inc. | \$ | 624,217.25 | Same | 2 |

2 Bidders

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments retard future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

79028A

| | |
|--------------------------------------|---------|
| Federal Highway Administration Funds | 81.85 % |
| State Restricted Trunkline Funds | 18.15 % |

Commitment Level: The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low-bid.

New Project Identification: Maintenance.

Zip Code: 49637.

| | | | |
|-----|--------------------------------------|-------------------|---------------|
| 85. | LETTING OF JANUARY 07, 2005 | ENG. EST. | LOW BID |
| | PROPOSAL 0501048 | \$ 288,136.06 | \$ 268,861.07 |
| | PROJECT M 20032-79867 | | |
| | LOCAL AGRMT. | % OVER/UNDER EST. | |
| | START DATE - SEPTEMBER 06, 2005 | | |
| | COMPLETION DATE - SEPTEMBER 30, 2005 | | -6.69 % |

2.58 mi of overband crack sealing and paver placed surface seal on I-75BL from north of M-72 (west) northerly to east of Old US-27 in city of Grayling, Grayling Township, Crawford County.

A 2005 highway preventive maintenance project.

| BIDDER | | AS-READ | AS-CHECKED | |
|---|----|-------------------|-------------|-------------|
| Pyramid Paving & Contracting | \$ | 268,861.07 | Same | 1 ** |
| Rieth-Riley Construction Co., Inc. | \$ | 285,664.92 | Same | 2 |
| H & D, Inc. | \$ | 339,909.12 | Same | 3 |

3 Bidders

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments retard future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

79867A

State Restricted Trunkline Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low-bid.

New Project Identification: Maintenance.

Zip Code: 49738.

| | | | |
|-----|---------------------------------|-------------------|---------------|
| 86. | LETTING OF JANUARY 07, 2005 | ENG. EST. | LOW BID |
| | PROPOSAL 0501049 | \$ 911,211.24 | \$ 909,737.10 |
| | PROJECT MG 62031-79580 | | |
| | LOCAL AGRMT. | % OVER/UNDER EST. | |
| | START DATE - APRIL 18, 2005 | | |
| | COMPLETION DATE - JULY 01, 2005 | | -0.16 % |

9.011 mi of hot mix asphalt crack sealing, concrete pavement repair, shoulder repair, shoulder improvements and concrete crack sealing on US-31BR from 64th Street to State Street, and on State Street to Johnson Street, on US-31BR from Oceana Drive to Longbridge Road, and on M-37 from the south city limits of White Cloud to the intersection of 3 Mile Road in the cities of Hart and White Cloud, in the townships of Everett, Wilcox, Hart, Weare and Pentwater, Newaygo and Oceana Counties.

A 2005 highway preventive maintenance project.

| BIDDER | AS-READ | AS-CHECKED | |
|------------------------------------|-----------------|------------|------|
| Kelcris Corporation | \$ 909,737.10 | Same | 1 ** |
| Causie Contracting, Inc. | \$ 1,020,901.69 | Same | 2 |
| Six-S, Inc. | | | |
| Snowden, Inc. | | | |
| Rieth-Riley Construction Co., Inc. | | | |

2 Bidders

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments retard future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

79580A

Federal Highway Administration Funds 81.85 %

State Restricted Trunkline Funds 18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low-bid.

New Project Identification: Maintenance.

Zip Code: 49349.

| | | | |
|-----|---------------------------------|---------------|-------------------|
| 87. | LETTING OF JANUARY 07, 2005 | ENG. EST. | LOW BID |
| | PROPOSAL 0501050 | \$ 139,360.00 | \$ 114,711.65 |
| | PROJECT M 53011-79590 | | |
| | LOCAL AGRMT. | | % OVER/UNDER EST. |
| | START DATE - JUNE 27, 2005 | | |
| | COMPLETION DATE - JULY 16, 2005 | | -17.69 % |

19.21 mi of crack treatment on M-116 from Tinkham Avenue to the end of the trunkline, on US-10 from west Deer Lake Road to Patterson Road, on M-115/M-37 from M-37 to Clark Road, on M-37 from M-115 to 10 Mile Road, on M-55 from 31 Road to M-115, on M-115 from 45 Road to northwest 48 Mile Road, on M-55 from Crosby Road to Hemlock Drive, and on M-66 from Decker Road to north city limits of McBain in the cities of Ludington, Cadillac, and McBain, and in the village of Mesick, Lake, Mason, Missaukee, Osceola and Wexford Counties.

A 2005 highway preventive maintenance project.

| BIDDER | | AS-READ | AS-CHECKED | |
|-------------------------------------|----|-------------------|-------------|-------------|
| D & D Contracting, Inc. | \$ | 114,711.65 | Same | 1 ** |
| Interstate Sealant & Concrete, Inc. | \$ | 118,979.92 | Same | 2 |
| Scodeller Construction, Inc. | \$ | 128,736.00 | Same | 3 |
| Michigan Joint Sealing, Inc. | \$ | 147,763.00 | Same | 4 |
| Fahrner Asphalt Sealers, Inc. | \$ | 185,815.97 | Same | 5 |

5 Bidders

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments retard future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

79590A

State Restricted Trunkline Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low-bid.

New Project Identification: Maintenance.

Zip Code: 49601 Region-wide.

88. LETTING OF JANUARY 07, 2005 ENG. EST. LOW BID
 PROPOSAL 0501051 \$ 210,216.00 \$ **193,177.54**
 PROJECT M 67022-78076
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - MAY 16, 2005
 COMPLETION DATE - 7 working days -8.11 %

1.31 mi of cold milling and hot mix asphalt resurfacing on US-10 from Lauman Road easterly to B03 of 67022 (Muskegon River) in the city of Ewart, in Ewart and Osceola Townships, Osceola County.

A 2005 highway preventive maintenance project.

| BIDDER | | AS-READ | AS-CHECKED | |
|---|----|-------------------|-------------|-------------|
| Rieth-Riley Construction Co., Inc. | \$ | 193,177.54 | Same | 1 ** |
| Central Asphalt, Inc. | \$ | 239,588.51 | Same | 2 |

2 Bidders

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments retard future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

78076A

State Restricted Trunkline Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low-bid.

New Project Identification: Maintenance.

Zip Code: 49631.

| | | | |
|-----|---------------------------------|---------------|-------------------|
| 89. | LETTING OF JANUARY 07, 2005 | ENG. EST. | LOW BID |
| | PROPOSAL 0501052 | \$ 552,179.11 | \$ 470,339.96 |
| | PROJECT MG 63052-79762 | | |
| | LOCAL AGRMT. | | % OVER/UNDER EST. |
| | START DATE - MAY 13, 2005 | | |
| | COMPLETION DATE - JUNE 30, 2005 | | -14.82 % |

1.85 mi of concrete patching, intermediate surface repair, concrete joint repair, resealing longitudinal and transverse joints on I-75BL/US-24BR (Square Lake Road) from US-24 (Telegraph Road) easterly to west of the Grand Trunk Western Railroad in Bloomfield Township, Oakland County.

A 2005 highway preventive maintenance project.

3.00 % DBE participation required

| BIDDER | AS-READ | AS-CHECKED | |
|------------------------------|---------------|------------|------|
| Kelcris Corporation | \$ 470,339.96 | Same | 1 ** |
| Six-S, Inc. | \$ 490,523.16 | Same | 2 |
| Scodeller Construction, Inc. | \$ 529,449.16 | Same | 3 |
| Florence Cement Company | \$ 606,159.16 | Same | 4 |
| Causie Contracting, Inc. | | | |
| Snowden, Inc. | | | |

4 Bidders

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments retard future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

79762A

| | |
|--------------------------------------|---------|
| Federal Highway Administration Funds | 81.85 % |
| State Restricted Trunkline Funds | 18.15 % |

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low-bid.

New Project Identification: Maintenance.

Zip Code: 48304.

| | | | |
|-----|-----------------------------------|-------------------|-----------------|
| 90. | LETTING OF JANUARY 07, 2005 | ENG. EST. | LOW BID |
| | PROPOSAL 0501053 | \$ 2,048,345.26 | \$ 1,918,210.00 |
| | PROJECT IM 34043-79371 | | |
| | LOCAL AGRMT. | % OVER/UNDER EST. | |
| | START DATE - JUNE 27, 2005 | | |
| | COMPLETION DATE - AUGUST 26, 2005 | | -6.35 % |

12.053 mi of full depth concrete pavement repairs, concrete joint and crack sealing, intermediate concrete spall repairs, hot mix asphalt cold milling and resurfacing shoulders, placement of hot mix asphalt shoulder corrugations and cold milling and resurfacing of select ramps on I-96 from the Kent/Ionia County line easterly to M-66 in Boston and Berlin Townships, Ionia County.

A 2005 highway preventive maintenance project.

5.00 % DBE participation required

| BIDDER | AS-READ | AS-CHECKED | |
|---|------------------------|-------------|-------------|
| Rieth-Riley Construction Co., Inc. | \$ 1,918,210.00 | Same | 1 ** |
| Kelcris Corporation | \$ 1,927,455.92 | Same | 2 |
| Michigan Paving & Materials Co. | \$ 1,985,629.98 | Same | 3 |
| Causie Contracting, Inc. | \$ 2,113,268.11 | Same | 4 |
| Six-S, Inc. | \$ 2,441,350.57 | Same | 5 |
| Aggregate Industries-Central Region | | | |
| Snowden, Inc. | | | |

5 Bidders

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments retard future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

79371A

Federal Highway Administration Funds 90.00 %

State Restricted Trunkline Funds 10.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low-bid.

New Project Identification: Maintenance.

Zip Code: 48881.

| | | | |
|-----|---------------------------------|---------------|-------------------|
| 91. | LETTING OF JANUARY 07, 2005 | ENG. EST. | LOW BID |
| | PROPOSAL 0501054 | \$ 253,307.73 | \$ 232,926.64 |
| | PROJECT MG 41042-79321 | | |
| | LOCAL AGRMT. 04-5541 | | % OVER/UNDER EST. |
| | START DATE - JUNE 13, 2005 | | |
| | COMPLETION DATE - JULY 01, 2005 | | -8.05 % |

1.043 mi of cold milling and resurfacing with one course hot mix asphalt on I-196BS (Chicago Drive) from west of Burlingame Avenue to east of Clyde Park Avenue in the city of Wyoming, Kent County.

A 2005 highway preventive maintenance project.

10.00 % DBE participation required

| BIDDER | | AS-READ | AS-CHECKED | |
|--|----|-------------------|-------------|-------------|
| Michigan Paving & Materials Co. | \$ | 232,926.64 | Same | 1 ** |
| Aggregate Industries-Central Region | \$ | 237,351.74 | Same | 2 |
| Rieth-Riley Construction Co., Inc. | \$ | 285,673.48 | Same | 3 |

3 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments retard future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

79321A

Federal Highway Administration Funds 81.85 %

State Restricted Trunkline Funds 16.00 %

City of Wyoming 2.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low-bid.

New Project Identification: Maintenance.

Zip Code: 49509.

| | | | |
|-----|-----------------------------------|---------------|-------------------|
| 92. | LETTING OF JANUARY 07, 2005 | ENG. EST. | LOW BID |
| | PROPOSAL 0501055 | \$ 600,084.50 | \$ 514,500.00 |
| | PROJECT MG 23052-79760 | | |
| | LOCAL AGRMT. | | % OVER/UNDER EST. |
| | START DATE - JULY 07, 2005 | | |
| | COMPLETION DATE - AUGUST 05, 2005 | | -14.26 % |

6.40 mi of paver placed surface seal on M-50 from Ash Highway to Packard Highway in the townships of Chester, Carmel, Benton and Eaton, Eaton County.

A 2005 highway preventive maintenance project.

5.00 % DBE participation required

| BIDDER | | AS-READ | AS-CHECKED | |
|--|----|-------------------|-------------|-------------|
| Michigan Paving & Materials Co. | \$ | 514,500.00 | Same | 1 ** |
| Aggregate Industries-Central Region | \$ | 553,243.25 | Same | 2 |
| Rieth-Riley Construction Co., Inc. | \$ | 567,078.07 | Same | 3 |

3 Bidders

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments retard future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

79760A

| | |
|--------------------------------------|---------|
| Federal Highway Administration Funds | 81.85 % |
| State Restricted Trunkline Funds | 18.15 % |

Commitment Level: The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low-bid.

New Project Identification: Maintenance.

Zip Code: 48813.

93. LETTING OF JANUARY 07, 2005 ENG. EST. LOW BID
 PROPOSAL 0501056 \$ 154,466.60 \$ 183,260.20
 PROJECT M 52081-80166
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - JUNE 10, 2005
 COMPLETION DATE - 10 working days 18.64 %

1.01 mi of cold milling and hot mix asphalt resurfacing
 on M-28BR from Gold Street north to US-41/M-28, in the
 city of Negaunee, Marquette County.

A 2005 highway preventive maintenance project.

| BIDDER | AS-READ | AS-CHECKED | |
|--------------------------------|----------------------|-------------|-------------|
| Payne & Dolan, Inc. | \$ 183,260.20 | Same | 1 ** |
| Bacco Construction Company | \$ 195,296.49 | Same | 2 |

2 Bidders

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments retard future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

80166A

State Restricted Trunkline Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low-bid.

New Project Identification: Maintenance.

Zip Code: 49866.

94. LETTING OF JANUARY 07, 2005 ENG. EST. LOW BID
 PROPOSAL 0501057 \$ 545,845.28 \$ 522,609.10
 PROJECT ST 77091-79730, ETC
 LOCAL AGRMT. 04-5537 % OVER/UNDER EST.
 START DATE - MAY 30, 2005
 COMPLETION DATE - AUGUST 20, 2005 -4.26 %

3.375 mi of cold milling and hot mix asphalt resurfacing
 on I-94 connector and I-69BL westbound from 10th Street
 to 6th Street, overband crack fill and microsurfacing
 on I-69BL westbound from 24th Street to 10th Street, and
 shoulder hot mix asphalt resurfacing on M-136 from North
 Road to Keewahdin Road in the city of Port Huron,
 in Port Huron, Clyde and Fort Gratiot Townships, St.
 Clair County.

* Denotes a non-standard contract/amendment

01/26/2005

Page 75 of 124

A 2005 highway preventive maintenance project.

10.00 % DBE participation required

| BIDDER | | AS-READ | AS-CHECKED | |
|---------------------------------------|----|-------------------|-------------|-------------|
| Barrett Paving Materials, Inc. | \$ | 522,609.10 | Same | 1 ** |
| Ace Asphalt & Paving Co. | \$ | 563,115.89 | Same | 2 |
| John Carlo, Inc. | | | | |

2 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments retard future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

79730A

| | |
|--------------------------------------|---------|
| Federal Highway Administration Funds | 81.85 % |
| State Restricted Trunkline Funds | 18.15 % |

79734A

| | |
|--------------------------------------|---------|
| Federal Highway Administration Funds | 81.85 % |
| State Restricted Trunkline Funds | 18.15 % |

79735A

| | |
|--------------------------------------|---------|
| Federal Highway Administration Funds | 81.85 % |
| City of Port Huron | 1.59 % |
| State Restricted Trunkline Funds | 16.56 % |

79770A

| | |
|--------------------------------------|---------|
| Federal Highway Administration Funds | 81.85 % |
| State Restricted Trunkline Funds | 18.15 % |

Commitment Level: The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low-bid.

New Project Identification: Maintenance.

Zip Code: 48060.

95. LETTING OF JANUARY 21, 2005 ENG. EST. LOW BID
 PROPOSAL 0501202 \$ 16,639,804.97 \$ 17,889,738.85
 PROJECT ABRT 66013-33263, ETC
 LOCAL AGRMT. 03-5036 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - NOVEMBER 01, 2006 7.51 %

0.68 mi on M-64 and M-38 of relocation of Escanaba and Lake Superior Railroad, relocation of local roads on US-45, removal of existing bridge, construction of bridge on M-64 over the Ontonagon River, concrete pavement repairs on US-45, deck repairs for bridge on M-64 over the East Slough Ontonagon River, and construction of carpool parking lot on M-64 at the intersection of relocated M-64 and River Road in the village of Ontonagon, Ontonagon Township, Ontonagon County.

3.00 % DBE participation required

| BIDDER | AS-READ | AS-CHECKED | |
|-------------------------------|-------------------------|-------------|-------------|
| Zenith Tech, Inc. | \$ 17,889,738.85 | Same | 1 ** |
| Lunda Construction Company | \$ 19,100,000.00 | Same | 2 |
| Hardman Construction, Inc. | \$ 19,248,133.30 | Same | 3 |
| Anlaan Corporation | \$ 21,066,143.82 | Same | 4 |
| Bacco Construction Company | \$ 21,815,690.58 | Same | 5 |
| A. Lindberg & Sons, Inc. | | | |
| C.A. Hull Co., Inc. | | | |
| Walter Toebe Construction Co. | | | |

5 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: MDOT's Bridge Preservation Program goal is to have 95% of freeway bridges and 85% of non-freeway bridges under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

Benefit: MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

Funding Source:

| | |
|--------------------------------------|---------|
| 33263A | |
| Federal Highway Administration Funds | 79.93 % |
| Village of Ontonagon | 5.80 % |
| State Restricted Trunkline Funds | 14.27 % |
| 73725A | |
| Federal Highway Administration Funds | 81.85 % |
| State Restricted Trunkline Funds | 18.15 % |
| 80984A | |
| State Restricted Trunkline Funds | 100 % |

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

* Denotes a non-standard contract/amendment

Zip Code: 49953.

Zip Code: 48315.

97. LETTING OF JANUARY 07, 2005 ENG. EST. LOW BID
 PROPOSAL 0501013 \$ 541,065.75 \$ **542,318.80**
 PROJECT STH 39609-78236
 LOCAL AGRMT. 04-5515 % OVER/UNDER EST.
 START DATE - MARCH 01, 2005
 COMPLETION DATE - JUNE 17, 2005 0.23 %

0.41 mi of hot mix asphalt paving, road widening, storm
 sewer and traffic signal work on South Sprinkle Road at
 Comstock Avenue/Lake Street intersection, in Comstock
 Township, Kalamazoo County.

5.00 % DBE participation required

| BIDDER | AS-READ | AS-CHECKED | |
|--|----------------------|-------------|-------------|
| Michigan Paving & Materials Co. | \$ 542,318.80 | Same | 1 ** |
| Aggregate Industries-Central Region | \$ 576,556.78 | Same | 2 |

2 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

| | |
|--------------------------------------|---------|
| 78236A | |
| Kalamazoo County | 20.32 % |
| Federal Highway Administration Funds | 79.68 % |

Selection: Low-bid.

Zip Code: 49001.

98. LETTING OF JANUARY 07, 2005 ENG. EST. LOW BID
 PROPOSAL 0501014 \$ 479,307.50 \$ **437,013.80**
 PROJECT STL 25402-77447, ETC
 LOCAL AGRMT. 04-5467, 04-5468 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - AUGUST 05, 2005 -8.82 %

1.19 mi bicycle path construction, including grading,
 slope stabilization, aggregate base, drainage, hot mix
 asphalt paving, aggregate shoulders, railing, and slope
 restoration along Hegel Road from Oaktree Elementary School
 drive easterly to west of Ridge Road, in the village of
 Goodrich, Atlas Township, Genesee County.

5.00 % DBE participation required

| BIDDER | AS-READ | AS-CHECKED | |
|---------------------------------------|----------------------|-------------|-------------|
| The Oakland Excavating Company | \$ 437,013.80 | Same | 1 ** |
| Coop-Arz Excavating, LLC. | \$ 456,825.31 | Same | 2 |
| Manigg Enterprises, Inc. | \$ 463,991.99 | Same | 3 |
| Blaze Contracting Inc. | \$ 470,293.70 | Same | 4 |
| Cadillac Asphalt, LLC. | \$ 470,976.83 | Same | 5 |
| Champagne and Marx Excavating, Inc. | \$ 473,179.25 | Same | 6 |
| Heystek Contracting Inc. | \$ 484,210.50 | Same | 7 |
| C & D Hughes, Inc. | \$ 484,382.35 | Same | 8 |
| Young's Environmental Cleanup, Inc. | \$ 500,954.68 | Same | 9 |
| Genoak Construction Company | \$ 529,359.13 | Same | 10 |
| Zito Construction Co. | \$ 548,832.30 | Same | 11 |
| Pro-Line Asphalt Paving Corp. | \$ 551,709.20 | Same | 12 |
| Ron Bretz Excavating, Inc. | \$ 577,436.09 | Same | 13 |
| Rohde Brothers Excavating, Inc. | \$ 590,462.00 | Same | 14 |
| Lois Kay Contracting Co. | | | |
| V.I.L. Construction, Inc. | | | |
| Saginaw Asphalt Paving Company | | | |
| L.J. Construction, Inc. | | | |
| Fisher Contracting Company | | | |
| Florence Cement Company | | | |
| Angelo Iafrate Construction Company | | | |
| ABC Paving Company | | | |
| Pyramid Paving & Contracting | | | |
| 3-S Construction, Inc. | | | |

14 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

| | |
|--------------------------------------|---------|
| 77447A | |
| Federal Highway Administration Funds | 80.00 % |
| Village of Goodrich | 20.00 % |
| 77448A | |
| Genesee County | 20.00 % |
| Federal Highway Administration Funds | 80.00 % |

Selection: Low-bid.

Zip Code: 48438.

| | | | |
|-----|----------------------------------|-------------------|---------------|
| 99. | LETTING OF JANUARY 07, 2005 | ENG. EST. | LOW BID |
| | PROPOSAL 0501015 | \$ 945,564.00 | \$ 859,522.28 |
| | PROJECT EDDF 01555-77461 | | |
| | LOCAL AGRMT. 04-5533 | % OVER/UNDER EST. | |
| | START DATE - 10 days after award | | |
| | COMPLETION DATE - JULY 30, 2005 | | -9.10 % |

3.93 mi of road reconstruction, including base crushing and shaping, earthwork, subbase, aggregate base, drainage, hot mix asphalt paving, slope restoration, and pavement marking on Hubbard Lake Road from Ritchie Road to Sucker Creek Road/Mt. Maria Road, in Hawes Township, Alcona County.

* Denotes a non-standard contract/amendment

5.00 % DBE participation required

| BIDDER | AS-READ | AS-CHECKED | |
|--------------------------------------|----------------------|-------------|-------------|
| Bernie Johnson Trucking, Inc. | \$ 859,522.28 | Same | 1 ** |
| Cordes Excavating, Inc. | \$ 869,291.77 | Same | 2 |
| Bolen Asphalt Paving, Inc. | \$ 893,806.54 | Same | 3 |
| Katterman Trucking, Inc. | \$ 944,723.88 | Same | 4 |
| Lee Wood Contracting, Inc. | \$ 1,117,493.98 | Same | 5 |
| Manigg Enterprises, Inc. | \$ 1,149,261.22 | Same | 6 |
| Champagne and Marx Excavating, Inc. | \$ 1,157,724.58 | Same | 7 |
| Kalin Construction Co., Inc. | | | |
| Pyramid Paving & Contracting | | | |
| Rieth-Riley Construction Co., Inc. | | | |
| M & M Excavating Co., Inc. | | | |

7 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

77461A

| | |
|--------------------------------------|---------|
| Alcona County | 20.00 % |
| Federal Highway Administration Funds | 80.00 % |

Selection: Low-bid.

Zip Code: 48762.

| | | |
|----------------------------------|-------------------|----------------------|
| 100. LETTING OF JANUARY 07, 2005 | ENG. EST. | LOW BID |
| PROPOSAL 0501016 | \$ 719,816.59 | \$ 721,614.66 |
| PROJECT STH 25609-59889 | | |
| LOCAL AGRMT. 04-5530 | % OVER/UNDER EST. | |
| START DATE - APRIL 15, 2005 | | |
| COMPLETION DATE - JULY 29, 2005 | | 0.25 % |

Reconstruct intersection, widening for left-turn lanes, curb and gutter on Lapeer Road at the Irish Road intersection, Genesee County.

10.00 % DBE participation required

| BIDDER | AS-READ | AS-CHECKED | |
|-------------------------------------|----------------------|-------------|-------------|
| Manigg Enterprises, Inc. | \$ 721,614.66 | Same | 1 ** |
| Young's Environmental Cleanup, Inc. | \$ 749,920.46 | Same | 2 |
| Zito Construction Co. | \$ 756,668.75 | Same | 3 |
| Genoak Construction Company | \$ 758,902.48 | Same | 4 |
| Coop-Arz Excavating, LLC. | \$ 762,475.05 | Same | 5 |
| C & D Hughes, Inc. | \$ 766,908.19 | Same | 6 |
| Ron Bretz Excavating, Inc. | \$ 780,926.43 | Same | 7 |
| The Oakland Excavating Company | \$ 782,357.01 | Same | 8 |
| Cadillac Asphalt, LLC. | \$ 826,109.38 | Same | 9 |
| 3-S Construction, Inc. | \$ 840,622.93 | Same | 10 |

* Denotes a non-standard contract/amendment

01/26/2005

Page 81 of 124

| | | | | |
|-------------------------------------|----|------------|------|----|
| Champagne and Marx Excavating, Inc. | \$ | 842,852.08 | Same | 11 |
| Rohde Brothers Excavating, Inc. | \$ | 858,346.37 | Same | 12 |
| Fisher Contracting Company | \$ | 887,694.79 | Same | 13 |
| John Carlo, Inc. | \$ | 924,770.01 | Same | 14 |
| Angelo Iafrate Construction Company | \$ | 947,282.92 | Same | 15 |
| Florence Cement Company | \$ | 952,373.53 | Same | 16 |
| Saginaw Asphalt Paving Company | | | | |

16 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

59889A

| | |
|--------------------------------------|---------|
| Genesee County | 20.00 % |
| Federal Highway Administration Funds | 80.00 % |

Selection: Low-bid.

Zip Code: 48423.

| | | |
|----------------------------------|-------------------|---------------|
| 101. LETTING OF JANUARY 07, 2005 | ENG. EST. | LOW BID |
| PROPOSAL 0501017 | \$ 1,111,904.00 | \$ 958,449.70 |
| PROJECT STUL 39405-77346 | | |
| LOCAL AGRMT. 04-5539 | % OVER/UNDER EST. | |
| START DATE - JUNE 01, 2005 | | |
| COMPLETION DATE - JULY 30, 2005 | | -13.80 % |

2.87 mi of hot mix asphalt paving, cold milling, drainage work, curb and gutter work, on South Sprinkle Road from V Avenue to south of S Avenue, in Pavilion and Brady Townships, Kalamazoo County.

10.00 % DBE participation required

| BIDDER | AS-READ | AS-CHECKED | |
|-------------------------------------|-----------------|------------|------|
| Michigan Paving & Materials Co. | \$ 958,449.70 | Same | 1 ** |
| Aggregate Industries-Central Region | \$ 1,062,686.84 | Same | 2 |

2 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

77346A

| | |
|--------------------------------------|---------|
| Kalamazoo County | 18.15 % |
| Federal Highway Administration Funds | 81.85 % |

Selection: Low-bid.

Zip Code: 49092.

102. LETTING OF JANUARY 07, 2005
 PROPOSAL 0501018 \$ ENG. EST. 183,144.57 \$ LOW BID 186,699.48
 PROJECT SUG 82400-81657
 LOCAL AGRMT. 04-5540 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 28, 2005 1.94 %

409 mi of sprayable thermoplastic pavement markings at various locations, in the city of Detroit, Wayne County.

| BIDDER | | AS-READ | | AS-CHECKED | |
|----------------------------------|----|-------------------|--|------------|-------------|
| R. S. Contracting, Inc. | \$ | 186,699.48 | | Same | 1 ** |
| P.K. Contracting, Inc. | \$ | 222,229.46 | | Same | 2 |
| Interstate Road Management Corp. | | | | | |

2 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

81657A

Federal Highway Administration Funds 100 %

Selection: Low-bid.

Zip Code: 48226.

103. LETTING OF JANUARY 07, 2005
 PROPOSAL 0501019 \$ ENG. EST. 610,590.76 \$ LOW BID 471,438.43
 PROJECT ASTU 33403-55967
 LOCAL AGRMT. 04-5527 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - AUGUST 31, 2005 -22.79 %

0.45 mi of road reconstruction and widening from two to three lanes, including hot mix asphalt pavement, sewer construction and miscellaneous related work, on Washington Avenue from Edgewood Boulevard to Miller Road, in the city of Lansing, Ingham County.

10.00 % DBE participation required

| BIDDER | | AS-READ | AS-CHECKED | |
|---|-----------|-------------------|-------------|-------------|
| CL Trucking & Excavating, LLC. | \$ | 471,438.43 | Same | 1 ** |
| L & L Construction Co., Inc. | \$ | 479,303.20 | Same | 2 |
| Eastlund Concrete Construction, Inc. | \$ | 487,453.91 | Same | 3 |
| Kamminga & Roodvoets, Inc. | \$ | 488,997.40 | Same | 4 |
| Cadwell Brothers Construction | \$ | 526,193.25 | Same | 5 |
| C & D Hughes, Inc. | \$ | 533,571.37 | Same | 6 |
| Dunigan Brothers, Inc. | \$ | 549,893.54 | Same | 7 |
| Nashville Construction Company | \$ | 555,138.45 | Same | 8 |
| Aggregate Industries-Central Region | \$ | 560,459.39 | Same | 9 |
| E.T. MacKenzie Company | \$ | 600,285.36 | Same | 10 |
| Milbocker and Sons, Inc. | | | | |
| Bailey Excavating, Inc. | | | | |
| Rieth-Riley Construction Co., Inc. | | | | |

10 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

55967A

| | |
|--------------------------------------|---------|
| Federal Highway Administration Funds | 81.69 % |
| City of Lansing | 18.31 % |

Selection: Low-bid.

Zip Code: 48911.

| | | | |
|------|--------------------------------------|-----------------|-------------------|
| 104. | LETTING OF JANUARY 21, 2005 | ENG. EST. | LOW BID |
| | PROPOSAL 0501220 | \$ 5,717,929.05 | \$ 5,584,996.02 |
| | PROJECT ASTU 81406-56839 | | |
| | LOCAL AGRMT. 04-5423 | | % OVER/UNDER EST. |
| | START DATE - 10 days after award | | |
| | COMPLETION DATE - SEPTEMBER 01, 2006 | | -2.32 % |

0.95 mi of removing hot mix asphalt pavement, concrete curb and gutter, roadway reconstruction, grading, hot mix asphalt paving, drainage structures, storm sewers, watermain and permanent pavement markings, on Stadium Boulevard from Maple Road to Pauline Boulevard, in the city of Ann Arbor, Washtenaw County.

15.00 % DBE participation required

| BIDDER | AS-READ | AS-CHECKED | |
|-------------------------------------|------------------------|-------------|-------------|
| Cadillac Asphalt, LLC. | \$ 5,584,996.02 | Same | 1 ** |
| Dan's Excavating, Inc. | \$ 6,277,777.77 | Same | 2 |
| Douglas N. Higgins, Inc. | \$ 6,425,787.33 | Same | 3 |
| Angelo Iafrate Construction Company | \$ 6,480,054.84 | Same | 4 |
| Fonson, Inc. | \$ 7,040,562.75 | Same | 5 |
| Peter A. Basile Sons, Inc. | \$ 7,550,776.46 | Same | 6 |
| Waterland Trucking Service, Inc. | | | |
| Bailey Excavating, Inc. | | | |
| Fisher Contracting Company | | | |
| Barrett Paving Materials, Inc. | | | |
| Ajax Paving Industries, Inc. | | | |
| Six-S, Inc. | | | |
| Kalin Construction Co., Inc. | | | |
| Dunigan Brothers, Inc. | | | |
| Sunset Excavating, Inc. | | | |

6 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

56839A

City of Ann Arbor

35.46 %

Federal Highway Administration Funds

64.54 %

Selection: Low-bid.

Zip Code: 48103.

EXTRAS

105. **Extra 2005 -09**

| | | |
|-----------------------------------|---|---------------|
| Control Section/Job Number: | 31609-53739A | Local Project |
| State Administrative Board - | This project is under \$800,000 and the extras exceed the \$48,000 Ad Board limit for reviewing extras. | |
| State Transportation Commission - | This project exceeds the 10% Commission limit for reviewing extras. | |
| Contractor: | Bill Siler Contracting, Inc. P.O. Box 413 Houghton, MI 49931-0413 | |
| Designed By: | Local Agency | |
| Engineer's Estimate: | \$622,977.85 | |

* Denotes a non-standard contract/amendment

Description of Project:

0.7 mi of reconstruction including earth and rock excavation, aggregate base, hot mix asphalt surfacing, embankment, drainage improvements, pavement markings, traffic control and restoration on Old Mill Hill Road from Houghton Canal Road southerly in Adams Township, Houghton County.

| | | |
|---|----------------------------|------------------------|
| Administrative Board Approval Date: | April 6, 2004 | |
| Contract Date: | April 20, 2004 | |
| Original Contract Amount: | \$526,045.47 | |
| Total of Overruns/Changes (Approved to Date): | 4,470.00 | + 0.85% |
| Total of Extras/Adjustments (Approved to Date): | 31,481.25 | + 5.98% |
| Total of Negative Adjustments (Approved to Date): | 0.00 | + 0.00% |
| THIS REQUEST | <u>126,645.82</u> | <u>+ 24.08%</u> |
| Revised Total | <u>\$688,642.54</u> | + 30.91% |

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 6.83% over the original budget for an **Authorized to Date Amount** of \$561,996.72.

Approval of this extra will place the authorized status of the contract 30.91% or \$162,597.07 over the **Original Contract Amount**.

Extras Previously Approved by State Administrative Board: None

Contract Modification Number(s): 3 r. 11

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 3

| | | |
|--------------------------------|-----------------------------|----------------------------|
| Bank Stabilization | 996.380 Syd @ \$19.25/Syd | \$19,180.32 |
| Erosion Control, Rip-Rap Ditch | 3,639.000 Syd @ \$14.00/Syd | 50,946.00 |
| Approach, CI I | 140.000 Ton @ \$10.00/Ton | 1,400.00 |
| Geotextile Stabilization | 4,184.000 Syd @ \$1.50/Syd | 6,276.00 |
| Shoulder, CI I | 450.000 Ton @ \$10.00/Ton | 4,500.00 |
| Subgrade Undercutting, Type II | 4,147.000 Cyd @ \$10.50/Cyd | 43,543.50 |
| Underdrain, Subbase, 6 inch | 200.000 Ft @ \$4.00/Ft | 800.00 |
| Total | | <u>\$126,645.82</u> |

Reason(s) for Extra(s)/Adjustment(s):

The extra work item, Bank Stabilization, was originally established on a previous contract modification. Several small springs were found within the roadway backslope that were causing excessive erosion. Stone rip rap and geotextile woven fabric were used to stabilize the backslope. This increase will bring the extra quantity to the final construction quantity. The extra unit cost was a negotiated unit price per Section 103.04 of the 2003 Standard Specifications for Construction and is reasonable when compared to similar work in the local region and MDOT's Average Unit Price Index.

Each of the following extra work items are final construction quantities.

The project topography was steep, hilly terrain. In order to prevent erosion on the project ditches, additional erosion control measures were directed. The extra work item, Erosion Control, Rip-Rap Ditch, involves the placement of geotextile woven fabric and rip rap along the ditch profile. The extra unit cost was a negotiated unit price per Section 103.04 of the 2003 Standard Specifications for Construction and is reasonable when compared to MDOT's Average Unit Price index for the local region.

The contractor informed the project office that the material identified for Approach, CI I was not available within proximity of the project. The project office confirmed this status and allowed a change in material to an available higher grade material. The change in material was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The unit cost negotiated was the same cost as the original bid item cost. A reduction of the original plan quantity to zero will be made at a later date.

Poor soil conditions were discovered while grading the roadway. The soil was removed and replaced per direction of the project engineer. To provide additional roadway support, a geotextile stabilization layer was placed between the undercut and the replacement soil. The extra unit cost for Geotextile Stabilization was a negotiated unit price per Section 103.04 of the 2003 Standard Specifications for Construction and is reasonable when compared to MDOT's Average Unit Price Index for the local region.

The contractor informed the project office that the material identified for Shoulder, CI I was not available within proximity of the project. The project office confirmed this status and allowed a change in material to an available higher grade material. The change in material was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The unit cost negotiated was the same cost as the original bid item cost. A reduction of the original plan quantity to zero will be made at a later date.

As mentioned previously, poor soil conditions were discovered while grading the roadway. The poor soil was removed and replaced with appropriate soil material to support the roadway. The extra work item, Subgrade Undercutting, Type II, was directed to complete this soil replacement work. The extra unit cost was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction and compares favorably with MDOT's Average Unit Price Index.

A 200 foot long section of roadway foreslope was ponding water. This section could undermine the adjacent roadway if it was not remedied. It was decided to place an underdrain line in this area to drain the water to the roadside ditch. The extra unit cost for Underdrain, Subbase, 6" was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction and is reasonable when compared to MDOT's Average Unit Price Index for the local region.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its January 27, 2005 meeting, and is now recommended for approval by the State Administrative Board on February 1, 2005.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life. For a more detailed explanation, please see individual explanations above.

Funding Source: FHWA, 80%; Houghton County, 20%

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low-bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 49905

106. **Extra 2005 -10**

Control Section/Job Number: 33014-45594-2 MDOT Project

State Administrative Board - This project exceeds the 6% Ad Board limit for reviewing extras.

State Transportation Commission - This project exceeds the 10% Commission limit for reviewing extras.

Contractor: E.T. MacKenzie Company
4248 W. Saginaw Highway
Grand Ledge, MI 48837

Designed By: Consultant
Engineer's Estimate: \$9,207,076.81

Description of Project:

2.42 mi of hot mix asphalt reconstruction, combined sewer overflow separation, watermain, and streetscaping on the Capitol Loop (Allegan Street, Ottawa Street, Walnut Street and Pine Street) from Martin Luther King, Jr. Boulevard to Capitol Avenue, on Larch Street and Cedar Street from I-496 to Michigan Avenue, and Capitol Avenue from Ottawa Street to Allegan Street, in the city of Lansing, Ingham County.

| | | |
|---|-------------------------------|-----------------------|
| Administrative Board Approval Date: | February 3, 2004 | |
| Contract Date: | February 27, 2004 | |
| Original Contract Amount: | \$8,870,749.60 | |
| Total of Overruns/Changes (Approved to Date): | \$591,366.31 | + 6.67% |
| Total of Extras/Adjustments (Approved to Date): | 1,046,114.30 | + 11.79% |
| Total of Negative Adjustments (Approved to Date): | 0.00 | + 0.00% |
| THIS REQUEST | <u>187,135.04</u> | <u>+ 2.11%</u> |
| Revised Total | <u>\$10,695,365.25</u> | + 20.57% |

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 18.46% over the original budget for an **Authorized to Date Amount** of \$10,508,230.21

Approval of this extra will place the authorized status of the contract 20.57% or \$1,824,615.65 over the **Original Contract Amount**.

Extras Previously Approved by State Administrative Board:

| Item Number | Contract Modification Number | Amount | SAB Date |
|-------------|------------------------------|--------------|----------|
| 2004-39 | 1 r. 1 | \$167,238.00 | 07/07/04 |
| 2004-62 | 8, 11, 12 | \$203,076.00 | 09/09/04 |
| 2004-66 | 14, 17, 19 | \$20,819.81 | 10/10/04 |
| 2004-67 | 13, 18, 20, 22 | \$453,740.44 | 10/10/04 |
| 2004-73 | 21 | \$3,874.25 | 11/02/04 |

Contract Modification Number(s): 25 r. 1, 28 r. 3

These contract modifications request payment for the following Extra(s)/Adjustment(s) to the contract:

CM 25

| | | |
|---|-----------------------------|---------------------|
| Curb, Conc, Det E4 | 113.000 Ft @ \$32.50/Ft | \$3,672.50 |
| Salvage and Replace Exist. Brick Pavers, Butler St. | 1,560.000 Sft @ \$20.70/Sft | 32,292.00 |
| Steel Landscape Edging | 50.000 Ft @ \$13.50/Ft | 675.00 |
| Cedar Landscape Mulch | 10.000 Cyd @ \$75.00/Cyd | 750.00 |
| Gleditsia (Skyline Honey Locust), 3.5 inch | 5.000 Ea @ \$765.00/Ea | 3,825.00 |
| Transplant Existing Trees | 20.000 Ea @ \$250.00/Ea | 5,000.00 |
| Irrigation Repairs, Butler St. ROW | 1.000 LS @ \$33,450.00/LS | 33,450.00 |
| Additional Landscaping Work | 20,445.700 Dlr @ \$1.00/Dlr | 20,445.70 |
| Sewer Bulkhead, 78 inch | 1.000 Ea @ \$675.00/Ea | 675.00 |
| Sodding | 7,000.000 Syd @ \$6.12/Syd | 42,840.00 |
| Topsoil Surface, Furn, 3 inch | 7,000.000 Syd @ \$3.00/Syd | 21,000.00 |
| Total | | <u>\$164,625.20</u> |

CM 28

| | | |
|----------------------------------|---------------------------|--------------------|
| Pipe Restraint 10 inch | 27.000 Ft @ \$4.50/Ft | \$121.50 |
| Pipe Restraint 6 inch | 57.000 Ft @ \$4.00/Ft | 228.00 |
| Pipe Restraint 6 inch | 1.250 Ft @ \$4.00/Ft | 5.00 |
| Pipe Restraint 8 inch | 419.000 Ft @ \$4.25/Ft | 1,780.75 |
| Cement | 4.160 Ton @ \$201.60/Ton | 838.66 |
| Curb, Conc, Det E1 | 9.000 Ft @ \$29.50/Ft. | 265.50 |
| Curb, Conc, Det E4 | 24.750 Ft @ \$32.50/Ft | 804.38 |
| Stm Service Lat, 6 inch Tr Det B | 13.000 Ft @ \$44.45/Ft | 577.85 |
| Stm Service Lat, 6 inch Tr Det B | 26.000 Ft @ \$44.45/Ft | 1,155.70 |
| San Swr, DIP, 18 inch, Tr Det B | 35.000 Ft @ \$239.50/Ft | 8,382.50 |
| Sidewalk ADA Paver Corners | 130.000 Sft @ \$22.50/Sft | 2,925.00 |
| Gate Valve, 4 inch and Box | 2.000 Ea @ \$550.00/Ea | 1,100.00 |
| Dr Structure, Tap, 18 inch | 1.000 Ea @ \$475.00/Ea | 475.00 |
| Sewer Tap, 8 inch | 3.000 Ea @ \$275.00/Ea | 825.00 |
| Sewer Tap, 8 inch | 11.000 Ea @ \$275.00/Ea | 3,025.00 |
| Total | | <u>\$22,509.84</u> |

Grand Total

\$187,135.04

* Denotes a non-standard contract/amendment

Reason(s) for Extra(s)/Adjustment(s):**CM 25**

The extra work item Sewer Bulkhead, 78 inch was required in the project plans, but omitted from the project pay items and was not included in other project work. Therefore, the bulkhead was considered extra work per Section 103.04 of the 2003 Standard Specifications for Construction. The extra cost for Sewer Bulkhead, 78 inch is 100% City of Lansing funds and was a negotiated unit cost per Section 103.04 of the 2003 Standard Specifications for Construction and compares with similar work bid on the project.

The extra work item of Additional Landscaping Work was required to restore work areas within the project limits on Ottawa Street and Pine Street that were disturbed due to grading work. This work will return the respective area to the original condition before work began. There were no pay items established in the original plans for this work, therefore, the landscaping work was considered extra work per Section 103.04 of the 2003 Standard Specifications for Construction. The extra cost for this work item was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction, and compares with similar work bid on this project and other projects in the local region.

The remaining extra work items on this contract modification, listed below, were required for restoration work in an area of sanitary sewer replacement on existing Butler Blvd right-of-way. All of the restoration work items required in this area were omitted from the project plans. Earth grade cannot be left bare, so as to prevent soil erosion to waterways of the State, the restoration items were added to the project as extra work per Section 103.04 of the 2003 Standard Specifications for Construction. This extra work will return the respective area to the original condition before work began. The extra cost for Salvage and Replace Exist. Brick Pavers, Butler St.; Steel Landscape Edging; Cedar Landscape Mulch; Transplant Existing Trees; and Irrigation Repairs, Butler St. ROW were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction, and compares with similar work bid on this project and other projects in the local region. The costs for the extra work items of Gleditsia, (Skyline Honey Locust), 3.5 inch; Sodding; and Topsoil Surface, Furn, 3 inch were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction and compare to MDOT's Average Unit Price Index for similar work.

CM 28

The following extra pay items were established on a previous contract modification and are 100% funded by the City of Lansing: Pipe Restraint 10 inch; Pipe Restraint 6 inch; and Pipe Restraint 8 inch. This contract modification will increase these quantities to the as current field quantity.

The following extra pay items were established on a previous contract modification: Cement; Curb, Conc, Det E1; and Curb, Conc, Det E4. This contract modification will increase these quantities to the as current field quantity.

There were several necessary sewer repairs at various locations within the project limits when conflicts arose with the new sanitary sewer and the new storm sewer manholes. Active storm sewer leads from adjacent properties were required to be placed back into service. The extra work item, Stm Service Lat, 6 inch Tr Det B, was a negotiated unit cost per Section 103.04 of the 2003 Standard Specifications for Construction and compares with similar work bid on the project.

The project plans required a sanitary sewer connection between new manholes #136 and #137. Due to existing utility conflicts between said manholes, the sewer pipe material was changed from concrete to ductile iron, allowing additional lengths to be placed without disrupting service to the existing utilities. The extra work item San Swr, DIP, 18 inch, is 100% funded by the City of Lansing and was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction and compares with similar work

* Denotes a non-standard contract/amendment

bid on the project and in the local region. This extra cost is partially offset by a reduction in the original concrete pipe quantity totaling \$7,332.05, for a net increase of \$1,050.00. The project is not complete and concrete pipe quantities may be needed at other locations on the project. In order to reduce paperwork, the reduction in quantity will be processed when the project is complete and final quantities are known.

The extra work item, Sidewalk ADA Paver Corners, was required to complete project work on the sidewalks surrounding the State Capitol building. It was determined by the Capitol Committee that in order to preserve the historic nature of the State Capitol building, the sidewalk work as detailed in the project plans had to be altered. The project plans depicted brick paver placement at all sidewalk ramps within the influence of the project. These brick pavers were not permitted by the Capitol Committee at any sidewalk ramp that bounded the Capitol building grounds, as it would not preserve the historic nature of the Capitol building. In addition, all sidewalk ramps are required to have detectable warning domes per new federal requirements. The Capitol Committee allowed an exception for the brick paver work that contained the detectable warning domes, but required specialized concrete bedding to be utilized. The extra work item, Sidewalk ADA Paver Corners, pays the contractor for this work and was a negotiated unit cost per Section 103.04 of the 2003 Standard Specifications for Construction, and compares with similar work bid on the project.

The Lansing Board of Water and Light required additional water control valves at locations within the project limits. The extra item, Gate Valve, 4 inch and Box, is 100% funded by the City of Lansing and was a negotiated unit cost per Section 103.04 of the 2003 Standard Specifications for Construction and compares to similar work bid on the project. The cost also compares with the MDOT Average Unit Price Index for similar work.

A sewer tap into an existing 18 inch storm sewer drainage structure was necessary to allow proper water routing per the project plans. A pay item to pay for this required work was omitted from the plans. The extra work item, Dr Structure, Tap, 18, inch was a negotiated unit cost per Section 103.04 of the 2003 Standard Specifications for Construction and compares to MDOT's Average Unit Price Index for similar work.

An existing 24 inch sewer pipe was replaced on a street within the project limits after it was determined to be in worse condition than anticipated during design. As such, the existing sewer drains that were connected to the pipe had to be re-connected to the new mainline sewer. The extra work item, Sewer Tap, 8 inch, is 100% funded by the City of Lansing and was a negotiated unit cost per Section 103.04 of the 2003 Standard Specifications for Construction and compares to MDOT's Average Unit Price Index for similar work.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its January 27, 2005 meeting, and is now recommended for approval by the State Administrative Board on February 1, 2005.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life. For a more detailed explanation, please see individual explanations above.

Funding Source: FHWA, 39.44%; City of Lansing, 50.46%; State Restricted Trunklines, 10.10% (see above for specific pay item funding).

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

* Denotes a non-standard contract/amendment

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low-bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48933, 48915.

107. **Extra 2005 - 11**

Control Section/Job Number: 33084-74957-2 MDOT Project

State Administrative Board - This project exceeds the 6% Ad Board limit for reviewing extras.

State Transportation Commission - This project exceeds the 10% Commission limit for reviewing extras.

Contractor: Michigan Paving & Materials Co.
P.O. Box 787
Belleville, MI 48111-0787

Designed By: MDOT
Engineer's Estimate: \$1,306,863.01

Description of Project:

6.19 mi of hot mix asphalt cold milling and resurfacing on I-96 from College Road easterly to Meridian Road and at the Okemos rest area, and new guardrail at the bridge piers of Hagadorn Road in Alaiedon Township, Ingham County.

| | | |
|---|------------------------------|-----------------------|
| Administrative Board Approval Date: | December 2, 2003 | |
| Contract Date: | December 29, 2003 | |
| Original Contract Amount: | \$1,297,000.00 | |
| Total of Overruns/Changes (Approved to Date): | (268,055.55) | - 20.67% |
| Total of Extras/Adjustments (Approved to Date): | 226,865.00 | + 17.49% |
| Total of Negative Adjustments (Approved to date): | 0.00 | + 0.00% |
| THIS REQUEST | <u>7,328.87</u> | <u>+ 0.57%</u> |
| Revised Total | <u>\$1,263,138.32</u> | - 2.61% |

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 3.18% under the original budget for an **Authorized to Date Amount** of \$1,255,809.45.

Approval of this extra will place the authorized status of the contract 2.61% or \$33,861.68 under the **Original Contract Amount**.

Extras Previously Approved by State Administrative Board:

| Item Number | Contract Modification Number | Amount | SAB Date |
|-------------|------------------------------|--------------|----------|
| 2004-48 | 1 r. 6 | \$205,700.00 | 06/10/04 |
| 2004-87 | 2 r. 3 | \$21,165.00 | 12/07/04 |

Contract Modification Number(s): 5 r. 5

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 5

| | | |
|---|---------------------------|--------------------------|
| Pavt Mrkg Waterborne, 6 inch, White | 6,812.000 Ft @ \$0.115/Ft | \$783.38 |
| Pavt Mrkg, Waterborne, 2 nd Appl, 6", Yellow | 2,527.000 Ft @ \$0.055/Ft | 138.99 |
| Joint Repair, Special | 1.000 Ea @ \$4,460.00/Ea | 4,460.00 |
| High Intensity Light, Replaced | 108.000 Ea @ \$5.00/Ea | 540.00 |
| Pavt Mrkg, Waterborne, 12 inch, White | 5,626.000 Ft @ \$0.25/Ft | <u>1,406.50</u> |
| Total | | <u>\$7,328.87</u> |

Reason(s) for Extra(s)/Adjustment(s):

The extra items, Pavt Mrkg Waterborne, 6 inch, White and Pavt Mrkg, Waterborne, 2nd Appl, 6", Yellow, were established in an earlier contract modification and increased in this contract modification. The pavement markings were needed to comply with the new MDOT pavement marking guideline. The cost was originally established on a previous contract modification and was a negotiated unit price per Section 103.04 of the 2003 Standard Specifications for Construction, and compares favorably to MDOT's Average Unit Price Index.

An existing rubber joint in the roadway expanded one week after asphalt paving was completed, which caused a substantial bump in the roadway pavement. The bump was considered unsafe and the contractor was required to remove and replace the pavement in this area. The unit cost for Joint Repair, Special was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction and is in line with similar work items of similar quantity.

Section 812.04.A.5 of the 2003 Standard Specifications for Construction requires MDOT to reimburse the contractor for damaged lights at a maximum rate of \$15.00 per light. The rate is variable and is reimbursed to the contractor at the cost of the respective traffic control device that the light is mounted to and is not to exceed \$15.00 per light. The lights on plastic drums are used to control traffic in the work zone. These lights are sometimes damaged by passing motorists. The extra, High Intensity Light, Replaced, will reimburse the contractor for damaged lights at the rate of \$5.00 per light as the traffic control device unit cost was \$5.00.

The extra item, Pavt Mrkg, Waterborne, 12 inch, White, was needed to comply with the new MDOT pavement marking guideline. The extra cost was a negotiated unit price per Section 103.04 of the 2003 Standard Specifications for Construction and compares favorably to MDOT's Average Unit Price Index. This extra item will be partially offset by the reduction of the original 8 inch pavement marking pay item in the amount of \$475.00, resulting in a net increase of \$931.50.

Section 103.4 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its January 27, 2005 meeting, and is now recommended for approval by the State Administrative Board on February 1, 2005.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life. For a more detailed explanation, please see individual explanations above.

Funding Source: FHWA, 90%; State Restricted Trunkline, 10%

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low-bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48864, 48951, 48911, 48854.

108. **Extra 2005 -12**

| | | |
|-----------------------------------|---|---------------|
| Control Section/Job Number: | 39405-56096A | Local Project |
| State Administrative Board - | This project is under \$800,000 and the extra exceeds the \$48,000 Ad Board limit for reviewing extras. | |
| State Transportation Commission - | This project exceeds the 10% Commission limit for reviewing extras. | |
| Contractor: | Peters Construction Co. 3325 East Kilgore Road Kalamazoo, MI 49001-5533 | |
| Designed By: | Consultant | |
| Engineer's Estimate: | \$925,757.50 | |

Description of Project:

1.32 km of intersection improvements including roadway reconstruction, removing bituminous surface, earthwork, bituminous pavement, storm sewer, retention basin, concrete curb and gutter, permanent pavement markings, and restoration on Q Avenue and 8th Street intersection, Kalamazoo County.

| | | |
|---|----------------------------|-----------------------|
| Administrative Board Approval Date: | August 19, 2003 | |
| Contract Date: | September 5, 2003 | |
| Original Contract Amount: | \$744,736.79 | |
| Total of Overruns/Changes (Approved to Date): | 26,531.80 | + 3.56% |
| Total of Extras/Adjustments (Approved to Date): | 4,945.00 | + 0.66% |
| Total of Negative Adjustments (Approved to Date): | 0.00 | + 0.00% |
| THIS REQUEST | <u>70,472.25</u> | <u>+ 9.46%</u> |
| Revised Total | <u>\$846,685.84</u> | + 13.68% |

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 4.22% over the original budget for an **Authorized to Date Amount** of \$776,213.59.

Approval of this extra will place the authorized status of the contract 13.68% or \$101,949.05 over the **Original Contract Amount**.

Extras Previously Approved by State Administrative Board: None

Contract Modification Number(s): 1 r.7, 3 r. 22

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 1

| | | |
|------------------------------------|--------------------------|--------------------|
| Crushed Concrete, 21AA | 202.890 m2 @ \$11.90/m2 | \$2,414.39 |
| Bit Surface, Rem, Modified | 202.890 m2 @ \$14.05/m2 | 2,850.60 |
| Conduit, 75 mm, Special | 118.400 m @ \$18.05/m | 2,137.12 |
| Bands, Conc, Special | 132.000 m @ \$101.70/m | 13,424.40 |
| Crosswalk, 225 mm, Conc, Special | 153.100 m2 @ \$154.14/m2 | 23,598.83 |
| Mast Arm, Black Coating | 4.000 ea @ \$1,037.73/ea | 4,150.92 |
| Sign, Portable, Changeable Message | 2.000 ea @ \$900.00/ea | 1,800.00 |
| Barricade, Type III Furn | 20.000 ea @ \$50.00/ea | 1,000.00 |
| Barricade, Type III, Oper | 20.000 ea @ \$12.00/ea | 240.00 |
| Total | | <u>\$51,616.26</u> |

CM 3

| | | |
|--|--------------------------|--------------------|
| Dr. Structure, 2100 mm dia | 1.000 ea @ \$2,900.00/ea | \$2,900.00 |
| Relocate Sanitary Sewer Leads | 1.000 LS @ \$1,498.00/LS | 1,498.00 |
| Modify Storm Manholes | 1.000 LS @ \$1,070.00/LS | 1,070.00 |
| Removing and Replacing Detour Signs | 1.000 LS @ \$1,842.75/LS | 1,842.75 |
| French Drain | 1.000 LS @ \$430.02/LS | 430.02 |
| Cement | 1.000 t @ \$367.50/t | 367.50 |
| Cold Milling Bit Surface | 74.100 m2 @ \$11.00/m2 | 815.10 |
| Pavt Mrkg, Type R, 100 mm, White Temp | 28.400 m @ \$3.96/m | 112.46 |
| Pavt Mrkg, Type R, 100 mm, Yellow Temp | 101.190 m @ \$3.96/m | 400.71 |
| Pavt Mrkg, Type NR, 100 mm, Yellow | 129.840 m @ \$5.04/m | 654.39 |
| Sewer Tap, 200 mm | 2.000 ea @ \$200.00/ea | 400.00 |
| Sewer, CI 1, 200 mm, Tr Det A | 20.000 m @ \$31.28/m | 625.60 |
| Sewer, Rem | 96.000 m @ \$29.95/m | 2,875.20 |
| Sidewalk Ramp ADA stamp | 16.910 m2 @ \$56.51/m2 | 955.58 |
| Sidewalk, Conc, 100 mm | 94.510 m2 @ \$33.90/m2 | 3,203.89 |
| Sidewalk, Conc, 150 mm | 12.450 m2 @ \$56.61/m2 | 704.79 |
| Total | | <u>\$18,855.99</u> |

Grand Total**\$70,472.25**

Reason(s) for Extra(s)/Adjustment(s):

CM 1

All of the extra items on this contract modification were requested by the Texas Township Board of Trustees and the Texas Township DDA to support the Texas Township DDA Streetscape project. The extra work request was submitted to the controlling office (Kalamazoo County Road Commission) and incorporated into the project. All of the extra work items on this contract modification are 100% local funds. This work was added to the project as a cost savings to the local agency and citizenry as funding was obtained after project award. Furthermore, the addition of this work will reduce future traffic impacts from a separate project and provide for a more homogenous roadway section, as the work will be completed within one project.

Crushed Concrete, 21AA was utilized as supporting material for the new concrete crosswalks. The unit price was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction and compares favorably with the MDOT Average Unit Price Index for material of similar quantity.

The existing asphalt surface and underlying gravel had to be removed to construct the new concrete crosswalks. The unit price for Bit Surface, Rem, Modified was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction and compares favorably with the MDOT Average Unit Price Index for similar work.

Electrical conduit was placed for future use to avoid pavement/sidewalk removal and traffic/pedestrian disruption. The unit price for Conduit, 75 mm, Special was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction and compares favorably with the MDOT Average Unit Price Index for similar items.

As part of the streetscape plan, concrete bands were placed along each side of the concrete crosswalks. The unit price for Bands, Conc, Special was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction and compares favorably with the MDOT Average Unit Price Index for similar work.

As part of the streetscape plan, colored concrete crosswalks were placed. The unit price for Crosswalk, 225 mm, Conc, Special was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction and compares favorably with the MDOT Average Unit Price Index for similar concrete work.

The traffic signal support arms were coated black at the factory in order to match the black color scheme of the streetscape project. The unit price for Mast Arm, Black Coating was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction and is reasonable for the work performed.

Texas Township requested portable message signs to inform motorists of the project conditions. The unit price for Sign, Portable, Changeable Message was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction and compares favorably with the MDOT Average Unit Price Index.

Additional traffic control devices were required for the streetscape work to safely direct the traveling public. The unit price for Barricade, Type III Furn and Barricade, Type III, Oper was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction and compares favorably with the MDOT Average Unit Price Index.

CM 3

The proposed storm sewer was in conflict with unforeseen existing utilities. The storm sewer design was altered to save project time and cost delays. A larger manhole was necessary per the new storm sewer design. The unit price for Dr. Structure 2100 mm dia was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction and compares favorably with the MDOT Average Unit Price Index.

The sanitary sewer conflicted with a storm sewer drainage structure. Therefore, several sanitary sewer leads had to be relocated. The basis for the Relocate Sanitary Sewer Leads unit cost was force account records per Section 109.07 of the 1996 Standard Specifications for Construction.

In order to accommodate the new design of the storm sewer, several manholes had to have additional field cutting performed. This cutting work allowed the manholes to remain in lieu of replacing the entire manhole. The basis for the Modify Storm Manholes unit cost was force account records per Section 109.07 of the 1996 Standard Specifications for Construction.

The detour signing was placed and the detour route made active per the project schedule. The contractor was required to cover and/or remove the detour signing until the lifting of the frost laws, as the detour route involved non all-season roads. The basis for the Removing and Replacing Detour Signs unit cost was force account records per Section 109.07 of the 1996 Standard Specifications for Construction.

A driveway opening was widened, which disturbed an existing French Drain. The drain had to be replaced. The basis for the French Drain unit cost was force account records per Section 109.07 of the 1996 Standard Specifications for Construction.

To accommodate a more timely opening of a project driveway, additional Cement was utilized to achieve concrete strength in a shorter amount of time. The unit price for Cement was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction and compares favorably with the MDOT Average Unit Price Index.

Asphalt pavement on the north end of the project was newly placed after this project was let in the fall of 2003. Therefore, the pavement on the north end was left in place. Since the pavement was not removed, an asphalt joint butting to the new pavement was placed. This extra work of \$815.10 is completely offset by the reduction of asphalt quantities (Bit Mixture, 11A) in the amount of -\$17,391.00. The unit price for Cold Milling Bit Surface was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction and compares with the MDOT Average Unit Price Index for similar quantities.

Temporary pavement markings were added and necessary for the safe and orderly movement of vehicles during construction staging operations. The unit price for Pavt Mrkg, Type R, 100 mm, White Temp; Pavt Mrkg, Type R, 100 mm, Yellow Temp; and Pavt Mrkg, Type NR, 100 mm, Yellow were negotiated per Section 103.04 of the 1996 Standard Specifications for Construction and compare to the MDOT Average Unit Price Index for similar quantities.

Existing storm drainage systems were re-connected to the main storm sewer on each side of the street. The connection to the storm sewer required the existing sewer to be cut for the connection (Sewer Tap, 200mm) and also required additional storm sewer pipe (Sewer, CI 1, 200 mm, Tr Det A). The unit price for Sewer Tap, 200 mm and Sewer, CI 1, 200 mm, Tr Det A were negotiated per Section 103.04 of the 1996 Standard Specifications for Construction and compares favorably with the MDOT Average Unit Price Index.

Abandoned sewer pipe was discovered under the roadway. The sewer pipe was removed to provide a more stable roadway with optimum support. The unit price for Sewer, Rem was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction and compares favorably with the MDOT Average Unit Price Index.

Sidewalk ramp warning domes were placed at the sidewalk ramps to meet FHWA guidelines concerning the Americans with Disabilities Act. The unit price for Sidewalk Ramp ADA stamp was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction and compares favorably with the MDOT Average Unit Price Index.

The extra work items, Sidewalk, Conc, 100 mm and Sidewalk, Conc, 150 mm, are 100% locally funded. Additional sidewalk was necessary at a business establishment when the driveway location was shifted. Additional sidewalk was also placed at the main project intersection in conjunction with the new streetscape plan. Additional depth sidewalk, Sidewalk, Conc, 150 mm, was placed directly at the intersection to potentially support oversized vehicular turning traffic. The unit price for both extra items was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction and the costs compare favorably with the MDOT Average Unit Price Index.

Section 103.04 – EXTRA WORK – of the 1996 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

These Extras are now recommended for approval by the State Administrative Board on February 1, 2005.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life. For a more detailed explanation, please see individual explanations above.

Funding Source: FHWA, 81.85%; Kalamazoo County, 18.15% (see above for specific pay item funding).

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low-bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 49001.

109. **Extra 2005 - 13**

| | | |
|-----------------------------------|---|--------------|
| Control Section/Job Number: | 61072-58869A | MDOT Project |
| State Administrative Board - | This project exceeds the 6% Ad Board limit for reviewing extras. | |
| State Transportation Commission - | This project exceeds the 10% Commission limit for reviewing extras. | |
| Contractor: | Trans Tech Electric LP 4601 Cleveland Road South Bend, IN 46628 | |
| Designed By: | MDOT | |
| Engineer's Estimate: | \$992,424.77 | |

Description of Project:

Overhead sign structure and guardrail replacements including cofferdam and sheet piling installations on US-31 from I-96 to US-10 in the cities of Ludington, Muskegon, Muskegon Heights, and Norton Shores in Fruitport, Sullivan, Egeleston, Dalton, and Pere Marquette Townships, Muskegon and Mason Counties.

| | | |
|---|------------------------------|----------------|
| Administrative Board Approval Date: | August 5, 2003 | |
| Contract Date: | August 28, 2003 | |
| Original Contract Amount: | \$977,000.00 | |
| Total of Overruns/Changes (Approved to Date): | (52,352.50) | - 5.36% |
| Total of Extras/Adjustments (Approved to Date): | 102,614.06 | + 10.50% |
| Total of Negative Adjustments (Approved to Date): | 0.00 | + 0.00% |
| THIS REQUEST | <u>30,775.81</u> | + 3.15% |
| Revised Total | <u>\$1,058,037.37</u> | + 8.29% |

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 5.14% over the original budget for an **Authorized to Date Amount** of \$1,027,261.56.

Approval of this extra will place the authorized status of the contract 8.29% or \$81,037.37 over the **Original Contract Amount**.

Extras Previously Approved by State Administrative Board: None

Contract Modification Number(s): 6 r. 3

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 6

| | | |
|---------------------------------------|---------------------------|---------------------------|
| Remobilization for Truss Fdn. Removal | 1.000 LS @ \$14,321.00/LS | \$14,321.00 |
| Delay Time @ G076-T | 1.000 LS @ \$6,802.00/LS | 6,802.00 |
| Guardrail, Adjust Height | 100.000 Ft @ \$7.09/Ft | 709.00 |
| Extra Backfill | 1.000 LS @ \$3,399.92/LS | 3,399.92 |
| Aluminum I-Beams, Cantilever Signs | 1.000 LS @ \$3,852.08/LS | 3,852.08 |
| Washout Repair | 1.000 LS @ \$1,691.81/LS | <u>1,691.81</u> |
| Total | | <u>\$30,775.81</u> |

Reason(s) for Extra(s)/Adjustment(s):

The items, Remobilization for Truss Fdn. Removal and Delay Time @ G076-T, are related extra items due to the relocation of structure G076-T. The foundation anchor bolt spacing was constructed per the project plans. After constructing the foundation, it was determined the project plans utilized an incorrect foundation anchor bolt spacing. The contractor was directed to relocate the foundation and to utilize the proper foundation anchor bolt spacing. The relocated foundation excavation encountered excessive amounts of water and the original foundation location had to be utilized. The existing foundation was then completely removed and replaced with the proper anchor bolt spacing foundation. During this process, the contractor experienced delay while options for placement and proper anchor bolt sizing were investigated. The price for, Delay Time @ G076-T, is based on force account records, as described in

Section 109.07 of the 2003 Standard Specifications for Construction, and verified by MDOT inspection personnel. The extra item, Remobilization for Truss Fdn. Removal, is payment for the removal of the existing foundation. This extra cost was a negotiated unit price as per Section 103.04 of the 2003 Standard Specifications for Construction and is reasonable when compared to similar work.

The existing guardrail at structure G068-T was too low and did not meet the current federal/MDOT standard. The contractor was directed to raise the guardrail to the current standard. The extra cost for Guardrail, Adjust Height was a negotiated unit price as per Section 103.04 of the 2003 Standard Specifications for Construction and is reasonable when compared to similar work and MDOT's Average Unit Price Index.

The contractor was directed to place additional backfill at two project guardrail locations to enhance the existing and proposed roadway side slope. This work was directed to prevent potential soil erosion during the establishment/growing period. The cost for Extra Backfill is based on force account records, as described in Section 109.07 of the 2003 Standard Specifications for Construction, and verified by MDOT inspection personnel.

One aluminum I-beam (cross support) was added to each of the project cantilever signs. The sign support detail in the project plans was unclear as to how many supports were necessary. MDOT's Traffic and Safety Support Area was contacted and they informed the project engineer that three supports were needed at each sign instead of the two as shown in the detail. The cost for Aluminum I-Beams, Cantilever Signs is based on force account records, as described in Section 109.07 of the 2003 Standard Specifications for Construction, and verified by MDOT inspection personnel.

Three project guardrail locations had soil washout areas after substantial rain events. These areas had previously been restored and accepted as part of the contract. The contractor was directed to repair these areas. The cost for Washout Repair is based on force account records, as described in Section 109.07 of the 2003 Standard Specifications for Construction, and verified by MDOT inspection personnel.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its January 27, 2005 meeting, and is now recommended for approval by the State Administrative Board on February 1, 2005.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 76%; State Restricted Trunkline, 24%

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low-bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 49444.

110. **Extra 2005 - 14**

Control Section/Job Number: 73063-56944A MDOT Project

State Administrative Board - This project exceeds the 6% Ad Board limit for reviewing extras.

State Transportation Commission - This project exceeds the 10% Commission limit for reviewing extras.

Contractor: Saginaw Asphalt Paving Company
2981 Carrollton Road
Saginaw MI 48604

Designed By: MDOT
Engineer's Estimate: \$1,228,128.23

Description of Project:

13.784 km of cold milling and resurfacing, detail 8 joint repairs and full depth concrete repairs on M-46 from Portsmouth Road to M-15 in the townships of Buena Vista and Blumfield, Saginaw and Tuscola Counties.

| | | |
|---|------------------------------|------------------------|
| Administrative Board Approval Date: | November 5, 2002 | |
| Contract Date: | January 21, 2003 | |
| Original Contract Amount: | \$929,202.30 | |
| Total of Overruns/Changes (Approved to Date): | 9,867.47 | + 1.06% |
| Total of Extras/Adjustments (Approved to Date): | 64,857.79 | + 6.98% |
| Total of Negative Adjustments (Approved to Date): | 0.00 | 0.00% |
| THIS REQUEST | <u>261,522.86</u> | <u>+ 28.14%</u> |
| Revised Total | <u>\$1,265,450.42</u> | + 36.18% |

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 8.04% under the original budget for an **Authorized to Date Amount** of \$1,003,927.56.

Approval of this extra will place the authorized status of the contract 36.18% or \$336,248.12 over the **Original Contract Amount**.

Extras Previously Approved by State Administrative Board:

| Item Number | Contract Modification Number | Amount | SAB Date |
|-------------|------------------------------|-----------|----------|
| 2003-43 | 3 r. 2 | 89,310.34 | 08/05/03 |

Contract Modification Number(s): 2, 4 r.2, 8 r.2

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

* Denotes a non-standard contract/amendment

CM 2

| | | |
|---|-------------------------|--------------------|
| Hand Patching Adjustment to Hand Patching | 1,470.000 t @ \$46.64/t | <u>\$68,560.80</u> |
| Total | | <u>\$68,560.80</u> |

CM 4

| | | |
|--|----------------------|-------------------|
| Cement | 7.130 t @ \$162.75/t | \$1,160.41 |
| Pavt Mrkg, Type R, 100 mm, Yellow, Temp | 858.730 m @ \$3.50/m | 3,005.56 |
| Pavt Mrkg, Overlay Cold Plas, 150, X-Walk | 23.165 m @ \$7.75/m | 179.53 |
| Pavt Mrkg, Overlay Cold Plas, 600 Stop Bar | 54.550 m @ \$31.00/m | <u>1,691.05</u> |
| Total | | <u>\$6,036.55</u> |

CM 8

| | | |
|---------------------------|---------------------------|---------------------|
| Slope Restoration | 46,622.830 m2 @ \$1.40/m2 | \$65,271.96 |
| Topsoil Surface, Furn, LM | 4,787.625 m3 @ \$25.41/m3 | <u>121,653.55</u> |
| Total | | <u>\$186,925.51</u> |

Grand Total**\$261,522.86****Reason(s) for Extra(s)/Adjustment(s):****CM 2**

The material used for the original contract item, Hand Patching, was changed from 5E3 to 13A. The project engineer decided the 13A material would provide the same support as the 5E3 material. The corresponding reduction in original quantity was processed on contract modification number 4. This extra cost is completely offset by a reduction in the original Hand Patching quantity totaling \$69,898.50. The resulting project cost savings is \$1,337.70. The extra cost was a negotiated unit price as per section 103.04 of the 1996 Standard Specifications for Construction and compares favorably with MDOT's Average Unit Price Index.

CM 4

The extra work item, Cement, was required in the project contract but was omitted from the original project bid items. This project involved a two-way two lane roadway that had to be opened to traffic each night. Additional cement was needed to properly cure the concrete and open the roadway to traffic each night. The extra cost was a negotiated unit price as per section 103.04 of the 1996 Standard Specifications for Construction and compares favorably with MDOT's Average Unit Price Index.

Several pavement marking items were required to be placed after the asphalt milling operation in order to safely open the roadway to traffic. These items were omitted from the original project bid items. The extra work items; Pavt Mrkg, Type R, 100 mm, Yellow, Temp; Pavt Mrkg, Overlay Cold Plas, 150, X-Walk; and Pavt Mrkg, Overlay Cold Plas, 600 Stop Bar were negotiated unit prices as per Section 103.04 of the 1996 Standard Specifications for Construction. The extra Pavt Mrkg, Type R, 100 mm, Yellow, Temp compares favorably with MDOT's Average Unit Price Index. The unit cost for Pavt Mrkg, Overlay Cold Plas, 150, X-Walk and Pavt Mrkg, Overlay Cold Plas, 600 Stop Bar compare with other projects in the same regional area with similar quantities.

CM 8

The existing shoulder slope (6-8%) was substantially greater than the proposed slope (4%). The existing aggregate shoulders were 12 feet in width. This difference in slope caused a 12 inch grade differential when the shoulders were placed 6 feet wide. In order to reduce project cost and provide a safe shoulder, the overall aggregate shoulder width was reduced to 6 feet in width. The shoulder grade differential was corrected with the extra items of Slope Restoration and Topsoil Surface, Furn, LM. The extra cost for

these items was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction and compare favorably with MDOT's Average Unit Price Index.

Section 103.04 – EXTRA WORK – of the 1996 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

These Extras were recommended for approval by the State Transportation Commission at its January 27, 2005 meeting, and are now recommended for approval by the State Administrative Board on February 1, 2005.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life. For a more detailed explanation, please see individual explanations above.

Funding Source: State Restricted Trunkline, 100%

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low-bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48708.

1. **Extra 2005 - 15**

| | | |
|-----------------------------------|---|--------------|
| Control Section/Job Number: | 75022-59477A | MDOT Project |
| State Administrative Board - | This project exceeds the 6% Ad Board limit for reviewing extras. | |
| State Transportation Commission - | This project exceeds the 10% Commission limit for reviewing extras. | |
| Contractor: | Zenith Tech, Inc. P.O. Box 1028 Waukesha, WI 53187-1028 | |
| Designed By: | MDOT | |
| Engineer's Estimate: | \$1,494,280.15 | |

Description of Project:

Structure replacement, overlay, and approach work on M-94 over the Manistique River in the city of Manistique, Schoolcraft County.

| | | |
|---|-------------------------|-----------------------|
| Administrative Board Approval Date: | April 6, 2004 | |
| Contract Date: | April 22, 2004 | |
| Original Contract Amount: | \$1,092,855.37 | |
| Total of Overruns/Changes (Approved to Date): | 59,547.48 | + 5.45% |
| Total of Extras/Adjustments (Approved to Date): | 344,542.89 | + 31.53% |
| Total of Negative Adjustments (Approved to Date): | 0.00 | + 0.00% |
| THIS REQUEST | <u>59,869.64</u> | <u>+ 5.48%</u> |

* Denotes a non-standard contract/amendment

Revised Total

\$1,556,815.38

+ 42.46%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 36.98% over the original budget for an **Authorized to Date Amount** of \$1,496,945.74.

Approval of this extra will place the authorized status of the contract 42.46% or \$463,960.01 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

| Item Number | Contract Modification Number | Amount | SAB Date |
|-------------|------------------------------|--------------|----------|
| 2004-89 | 4, 5 r. 2 | \$279,870.82 | 12/07/04 |

Contract Modification Number(s): 7 r. 1

These contract modifications request payment for the following Extra(s)/Adjustment(s) to the contract:

CM 7

| | | |
|---------------------------------------|---------------------------|---------------------------|
| Engineering Fees | 1.000 LS @ \$4,085.92/LS | \$4,085.92 |
| Dewatering Abutment B | 1.000 LS @ \$41,067.66/LS | 41,067.66 |
| Cold Weather Concrete Place & Protect | 1.000 LS @ \$14,716.06/LS | <u>14,716.06</u> |
| Total | | <u>\$59,869.64</u> |

Reason(s) for Extra(s)/Adjustment(s):

CM 7

A void was discovered while drilling for a proposed abutment footing. The C&T soils specialist determined that a differing site condition existed, requiring a change to the design and construction operations on the project. Based on past experience, the C&T soils engineer identified a consultant who specializes in the type of repairs that he thinks are the most appropriate fix for the field condition. This consultant also specializes in providing emergency response to situations and, given the urgency of the issue, the soils engineer believes that this consultant could address the problem in the timeliest manner. The specialist then advised the project office of who the recommended consultant is and of the need to evaluate the problem and design a new abutment footing.

The contractor was requested to provide the engineering service for remedy of the soil/design issue and was provided the name of the recommended company. Contractors are often required to complete engineering field design on projects. Typically, this work is incidental to an original work item and is labeled as such in the plans and/or contract proposal. This work involves a differing site condition, which was not anticipated during design. The contractor was requested to address the soil issue. This work is in line with procedures on construction projects, which require a contractor to provide engineering for certain field situations.

The field office requested that the contractor complete the project work before inclement weather for multiple reasons. There were substantial concerns expressed by the local citizenry to complete the project. The financial impact to local businesses was being felt due to the project construction operations. The project closed down the main bridge in town and effectively cut the town in half. A detour route was

* Denotes a non-standard contract/amendment

established. The detour route required emergency vehicles to utilize different routing to emergency calls and could possibly lengthen response times. Furthermore, the potential delay claims were larger in value than the estimated cost to engineer and complete the work during the active construction season.

The extra item, Engineering Fees, was established to reimburse the contractor for the engineering services. The cost was a negotiated unit price as per Section 103.04 of the 2003 Standard Specifications for Construction and is based on invoices from the consultant specialist. The invoice fees were reviewed and are comparable to average consultant service fees.

Due to an existing void, Abutment B had to be redesigned. The required extra work took substantially longer than the original work. During this approximate 45 day delay, the dewatering operation was required to be active. Additional placement and removal of concrete curb work was also required to control water at the abutment. The additional concrete curbing and the dewatering operation allowed placement of bridge concrete in dry conditions and the extra work item, Dewatering Abutment B, reimburses the contractor for the additional work required at abutment B. The extra cost is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

The additional work and time as described above moved the project completion date into November. This time of the year in the local region requires concrete work to be heated and housed during the concrete curing time. As the delays were not the fault of the contractor, the extra work for Cold Weather Concrete Place & Protect was considered extra work and the cost is based on force account records, per Section 109.07 of the 2003 Standard Specifications for Construction.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This extra was recommended for approval by the State Transportation Commission at its January 27, 2005 meeting, and is now recommended for approval by the State Administrative Board on February 1, 2005.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the State receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 80%; State Restricted Trunkline, 20%

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

New Project Identification: This is an existing project already under contract.

Zip Code: 49854.

111. **Extra 2005 - 16**

Control Section/Job Number: 82023-43928A MDOT Project

State Administrative Board - This project has an individual extra that exceeds the \$100,000 Ad Board limit for reviewing extras.

State Transportation Commission - This project exceeds the \$250,000 Transportation Commission limit for reviewing extras.

Contractor: Walter Toebe Construction Co.
P. O. Box 930129
Wixom, MI 48393-0129

Designed By: MDOT
Engineer's Estimate: \$10,748,542.38

Description of Project:

Superstructure replacement on Livernois and Scotten Avenues over I-94; structure removal of Wesson Avenue over I-94; deck replacement and pin and hanger replacement on Warren Avenue over I-94; deck replacement and partial painting on Linwood Avenue and 14th Street over I-94; and coating existing structural steel on Trenton Street, Tarnow, Addison, Lonyo, Cecil, Junction, 30th and Michigan Avenues and the Michigan Avenue Ramp, over I-94, in the city of Detroit, Wayne County.

| | | |
|---|-------------------------------|-----------------------|
| Administrative Board Approval Date: | December 02, 1997 | |
| Contract Date: | February 03, 1998 | |
| Original Contract Amount: | \$10,230,586.98 | |
| Total of Overruns/Changes (Approved to Date): | 128,338.67 | + 1.25% |
| Total of Extras/Adjustments (Approved to Date): | 120,283.69 | + 1.18% |
| Total of Negative Adjustments (Approved to Date): | -10,000.00 | - 0.10 % |
| THIS REQUEST | <u>372,805.00</u> | <u>+ 3.64%</u> |
| Revised Total | <u>\$10,842,014.34</u> | + 5.97% |

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 2.33% over the original budget for an **Authorized to Date Amount** of \$10,469,209.34.

Approval of this extra will place the authorized status of the contract 5.97% or \$611,427.36 over the **Original Contract Amount**.

Extras Previously Approved by State Administrative Board: None

Recommendation Number(s): 2F

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

| | | |
|--|------------------------------|----------------------------|
| CM 2F | | |
| Adjustment for Elimination of Cleaning And Coating (S34 of 82022) | 372,805.000 Dlr @ \$1.00/Dlr | <u>\$372,805.00</u> |
| Total | | <u>\$372,805.00</u> |

Reason(s) for Extra(s)/Adjustment(s):

The process for removing the existing paint at one bridge within the project limits took longer than anticipated by the contractor. The situation was investigated by MDOT and the contractor and, after an investigation, a single point cause could not be decisively determined. After further discussions, time delays and unsuccessful negotiations, the contract work of cleaning and coating at structure S34 of 82022 (US-12 over I-94) was deleted from the contract.

Section 109.05 of the 1996 Standard Specifications for Construction states that a fair and equitable amount for all direct costs incurred prior to the elimination of the respective work will be paid to the contractor. A portion of the cleaning work was already completed. Force account records of this work were completed per Section 109.07 of the 1996 Standard Specifications for Construction. These force account records total \$261,733.00 of the total adjustment value of \$372,805.00.

The elimination of the cleaning work also invoked Section 103.02, item B of the 1996 Standard Specifications for Construction. The decreased quantity of the work item was above the guidelines set forth in the subject section (major item of work decreased below 75% of original contract amount). As this is the case and per the same section, a fair and equitable adjustment was made to the contract as calculated by the project engineer.

The work required to clean bridges within the project limits was reviewed and a unit cost adjustment was developed. The unit cost adjustment was calculated from the average unit cost to clean each structure. This resulted in a unit cost adjustment per square meter and was applied to the actual amount of work performed as stated in item 2, Section 103.02.B of the 1996 Standard Specifications for Construction.

The total for this second portion of adjustment was \$111,072.00, resulting in a total adjustment to the contract of \$372,805 for the extra pay item, Adjustment for Elimination of Cleaning and Coating (S34 of 82022).

Section 103.04 – EXTRA WORK – of the 1996 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its January 27, 2005 meeting, and is now recommended for approval by the State Administrative Board on February 1, 2005.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life. For a more detailed explanation, please see individual explanations above.

Funding Source: FHWA, 90%; State Restricted Trunkline, 10%

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low-bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48126, 48120.

112. Extra 2005 - 17

Control Section/Job Number: 82251-58006A MDOT Project

State Administrative Board - This project is under \$800,000 and the extras exceed the \$48,000 Ad Board limit for reviewing extras.

State Transportation Commission - This project exceeds the 10% Commission limit for reviewing extras.

Contractor: Atsalis Brothers Painting Co.
22189 E. Fourteen Mile Road
Clinton Township, MI 48035

Designed By: MDOT
Engineer's Estimate: \$723,825.00

Description of Project:

Substructure repair, structural steel repair, cleaning and coating structural steel, and maintaining traffic for S02 on I-375 under Madison Avenue in the city of Detroit, Wayne County.

| | | |
|---|----------------------------|------------------------|
| Administrative Board Approval Date: | August 5, 2003 | |
| Contract Date: | August 22, 2003 | |
| Original Contract Amount: | \$539,963.12 | |
| Total of Overruns/Changes (Approved to Date): | 16,353.30 | + 3.03% |
| Total of Extras/Adjustments (Approved to Date): | 115,277.57 | + 21.35% |
| Total of Negative Adjustments (Approved to Date): | 0.00 | + 0.00% |
| THIS REQUEST | <u>294,435.93</u> | <u>+ 54.53%</u> |
| Revised Total | <u>\$966,029.92</u> | + 78.91% |

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 24.38% over the original budget for an **Authorized to Date Amount** of \$671,593.99.

Approval of this extra will place the authorized status of the contract 78.91% or \$426,066.80 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

| Item Number | Contract Number | Modification | Amount | SAB Date |
|-------------|-----------------|--------------|--------------|----------|
| 2004-06 | 1 | | \$106,000.00 | 03/02/04 |
| 2004-84 | 3 r. 3, 4 | | \$9,277.57 | 12/07/04 |

Contract Modification Number(s): 5 r. 2

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 5

| | | |
|------------------------------------|------------------------------|----------------------------|
| Temporary Support System (Special) | 294,435.930 Dlr @ \$1.00/Dlr | <u>\$294,435.93</u> |
| Total | | <u>\$294,435.93</u> |

Reason(s) for Extra(s)/Adjustment(s):

The extra work item, Temporary Support System (Special) was originally established on a previous contract modification (1 r. 0, SAB 2004-06). The previous explanation still applies and is shown in the next paragraph.

It is very challenging to estimate exactly how much concrete needs to be removed on a concrete rehabilitation job before the work begins. When the work began on pier 1 of this structure, it quickly became apparent that the pier had deteriorated to the point where extensive removal of concrete was needed. The extent of the concrete removal made the structural stability of the bridge questionable and the contractor was directed to install temporary supports (and all associated work) to support the superstructure while the pier was being rehabilitated.

This extra work was paid for by force account records. Force account records were agreed to and signed daily by MDOT and the contractor per Section 109.07 of the Interim 2003 Standard Specifications for Construction. The work is complete and this contract modification will process the remaining field cost of the extra work per the force account records.

Section 103.04 – EXTRA WORK – of the 2003 Interim Standard Specifications for Construction was interpreted to authorize payment for this extra work.

These Extras were recommended for approval by the State Transportation Commission at its January 27, 2005 meeting, and are now recommended for approval by the State Administrative Board on February 1, 2005.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life. For a more detailed explanation, please see individual explanations above.

Funding Source: FHWA, 80%; State Restricted Trunkline, 20%

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low-bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48226.

113. **Extra 2005 - 18**

Control Section/Job Number: 82022-45686A MDOT Project

State Administrative Board - This project exceeds the 6% Ad Board limit for reviewing extras.

State Transportation Commission - This project exceeds the 10% Commission limit for reviewing extras.

Contractor: Dan's Excavating, Inc.

12955 23 Mile Road
Shelby Twp., MI 48315

Designed By: Consultant
Engineer's Estimate: \$55,787,287.39

Description of Project:

4.20 mi of freeway reconstruction/realignment, interchange reconstruction, concrete pavement/shoulders, and bridge replacements on I-94, Pelham Road to Beech Daly Road, over US-24 and Pelham Road, under Ecorse Road and Norfolk Southern Railroad, and on US-24, Ecorse Road to Van Born Road, in the cities of Taylor, Dearborn Heights and Allen Park, Wayne County.

| | | |
|---|-------------------------------|-----------------------|
| Administrative Board Approval Date: | March 2, 2004 | |
| Contract Date: | March 29, 2004 | |
| Original Contract Amount: | \$56,869,331.33 | |
| Total of Overruns/Changes (Approved to Date): | (2,535,574.80) | - 4.46% |
| Total of Extras/Adjustments (Approved to Date): | 6,830,471.42 | + 12.01% |
| Total of Negative Adjustments (Approved to Date): | 0.00 | + 0.00% |
| THIS REQUEST | <u>244,098.50</u> | <u>+ 0.43%</u> |
| Revised Total | <u>\$61,408,326.45</u> | + 7.98% |

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 7.55% over the original budget for an **Authorized to Date Amount** of \$61,164,227.95.

Approval of this extra will place the authorized status of the contract 7.98% or \$4,538,995.12 over the **Original Contract Amount**.

Extras Previously Approved by State Administrative Board:

| Item Number | Contract Modification Number | Amount | SAB Date |
|-------------|---|----------------|----------|
| 2004-69 | 5 r. 13, 15 r. 5, 16 r. 15, 17 r. 2, 18, 19, 21 | \$6,423,193.19 | 10/05/04 |

Contract Modification Number(s): 23 r.7, 24 r.29

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 23

| | | |
|--|-----------------------------|--------------------|
| Large Fascia Jacks for S17 & S18 / 82022 | 1.000 Dlr @ \$85,000.00/Dlr | <u>\$85,000.00</u> |
| Total | | <u>\$85,000.00</u> |

CM 24

| | | |
|--------------------------------------|---------------------------|------------|
| Subgrade Undercutting Type IV | 200.000 Cyd @ \$27.50/Cyd | \$5,500.00 |
| Subgrade Undercutting Type IV 4G, LS | 500.000 Cyd @ \$27.50/Cyd | 13,750.00 |
| Upgrade to LED TS Lights S13 & S14 | 1.000 LS @ \$12,075.00/LS | 12,075.00 |
| Structure Undercut Type 2 Special | 40.000 Cyd @ \$141.00/Cyd | 5,640.00 |

* Denotes a non-standard contract/amendment

| | | |
|---|-----------------------------|----------------------------|
| Replacement of Type A Light for Plastic Drums | 200.000 Ea @ \$15.00/Ea | 3,000.00 |
| Dr. Structure, 96 inch dia. | 1.000 Ea @ \$9,692.00/Ea | 9,692.00 |
| Bag Traffic Signal | 2.000 LS @ \$345.00/LS | 690.00 |
| Expose MITSC Conduits | 1.000 LS @ \$847.00/LS | 847.00 |
| Increased Detention Pond #1 Metal Work | 1.000 LS @ \$4,130.00/LS | 4,130.00 |
| _6 – 3” Sch 80, Directional Bored MITSC Conduit | 400.000 Ft @ 95.45/Ft | 38,180.00 |
| _4 – 3” Sch 80, Directional Bored MITSC Conduit | 400.000 Ft @ 63.60/Ft | 25,440.00 |
| Curb and Gutter, Conc, Det B1 Modified 12.25” thick | 336.000 Ft @ \$13.50/Ft | 4,536.00 |
| Fertilizer, Chemical Nutrient, CI A | 550.000 Lb @ \$1.15/Lb | 632.50 |
| Pavt Gapping | 1,440.000 Ft @ \$15.90/Ft | 22,896.00 |
| Reflective Marker, Permanent Barrier | 90.000 Ea @ \$11.00/Ea | 990.00 |
| Sodding | 1,100.000 Syd @ \$3.50/Syd | 3,850.00 |
| Topsoil Surface, Furn, 3 inch | 1,100.00 Syd @ \$2.00/Syd | 2,200.00 |
| Water | 101.000 Unit @ \$50.00/Unit | 5,050.00 |
| Total | | <u>\$159,098.50</u> |
| Grand Total | | <u>\$244,098.50</u> |

Reason(s) for Extra(s)/Adjustment(s):

CM 23

A change in the alignment of the original bridge construction was not noted in previous construction drawings. Therefore, the project designer did not know where the centerline of eastbound I-94 crossed the bridge deck. A field adjustment to the bridge deck was required to accommodate the proper shoulder widths with the correct bridge centerline. A plan revision was issued to correct this problem. The change in plan depicted a larger overhang of the fascia beam on the north side of the bridge, which required larger fascia jacks.

The unit cost for Large Fascia Jacks for S17 & S18 / 82022 was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The negotiated cost is based on submitted equipment invoices and daily records that were kept during construction. The cost is reasonable when compared to similar work and the fascia jack rental rate, as well as the additional equipment, increase in time and labor, and additional materials required to complete the additional work.

The project office will review the Alternative Dispute Resolution Process with regard to the above additional work.

CM 24

Areas of poor soils were discovered while beginning to grade for the proposed roadway. These areas were directed to be removed and replaced with suitable roadway material. The extra items of Subgrade Undercutting Type IV and Subgrade Undercutting Type IV 4G, LS differed by the type of material used for backfill. Both of the extra costs were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction and are reasonable when compared to similar work on the project and in the local region.

This project involves the construction of a single point urban interchange. All directions and movements of traffic at this interchange are controlled by one traffic signal controller unit, hence the terminology,

single point. Power outages, at this type of interchange, are extremely challenging for the motoring public due to the length of separation of traffic paths. Backup power is critically necessary. The traffic signal lights were upgraded to Light Emitting Diodes (LED) lights. This upgrade was processed to allow a portable backup power generator to be placed at the interchange. This will allow the interchange traffic signal to be powered by a backup generator when necessary. The cost for Upgrade to LED TS Lights S13 & S14 was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost for upgrading the signal lights is in addition to the original cost for standard signal lights and is reasonable when compared to the cost of the original lights as bid on the project.

Several sign locations were found to have poor soils that would not support the sign structure. The contractor was required to undercut these soils and replace with sound material. The extra cost for Structure Undercut Type 2 Special was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction and is reasonable when compared to similar work on the project.

Section 812.04.A.5 of the 2003 Standard Specifications for Construction requires MDOT to reimburse the contractor for damaged lights at a maximum rate of \$15.00 per light. The rate is variable and is reimbursed to the contractor at the cost of the respective traffic control device that the light is mounted to and does not exceed \$15.00 per light. The lights, on plastic drums, are used to control traffic in the work zone. These lights are sometimes damaged by passing motorists. The extra, Replacement of Type A Light for Plastic Drums, will reimburse the contractor for damaged lights at the maximum rate of \$15.00 per light, as the traffic control device unit cost was over \$15.00.

An extra drainage structure was required to maintain traffic over existing EB I-94 due to the location of the proposed structure in the roadway. It was anticipated that traffic would have been shifted onto the new I-94 alignment, across the arch bridges, at this time. Due to delays in construction and the need to maintain the existing bridges, this drainage structure was created to allow construction of the outlet for the pump station and maintain traffic. The size of this structure required a special design by the Contractor. The cost for Dr. Structure, 96 inch dia. was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost is reasonable when compared to similar work in MDOT's Average Unit Price index.

Traffic signals are bagged, (covered), during construction when they are not active at an intersection. An interchange ramp was closed and a traffic signal at an adjacent intersection was bagged. The contractor was directed to bag traffic signals at a project intersection to provide improved traffic flow. The extra cost for Bag Traffic Signal was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction and is reasonable when compared to similar work on local region projects.

The depth of the pavement was increased per a previous contract revision. Magnetometers were placed under the pavement to monitor and record traffic conditions. Verification of the proper functioning of the magnetometers was required, as the pavement depth was more than doubled. Exposure of the magnetometers involved machine and hand method removal and excavation. The extra cost for Expose MITSC Conduits is based on force account records, per Section 109.07 of the 2003 Standard Specifications for Construction.

A plan revision was processed to change the sheeting around a detention pond on the project. As the sheeting was changed, the supportive u-channel, capping the top of the sheeting, required additional materials and workmanship. The u-channel was placed for personnel access and safety. The extra cost for Increased Detention Pond #1 Metal Work was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction and is reasonable when compared to similar work on local region projects.

Conduits that were to be placed in the bridge deck were placed outside of the bridge limits as directed by the project office. This will allow a more homogenous bridge deck and will prevent the bridge from having to be accessed, (cut), if problems arise with the wires within the conduit. The cost for the extra work item, 6 – 3” Sch 80, Directional Bored MITSC Conduit was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction and is reasonable when compared to MDOT’s Average Unit Price Index. This extra item will be partially offset by a \$4,000 reduction in original work items, which will be processed on a future contract modification.

Additional conduit was required to supply power wires to a new MITSC communication tower. The communication tower was placed as part of the project and will enhance MITSC operations. The cost for the extra work item, 4 – 3” Sch 80, Directional Bored MITSC Conduit was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction and is reasonable when compared to MDOT’s Average Unit Price Index.

The pavement section was increased in depth as mentioned above. Project curb and gutter was also thickened to match the pavement thickness to provide a uniform roadway section in design life. The additional thickness also provides increased strength to the curb and gutter for turning movements at heavily congested areas. The cost for the extra item, Curb and Gutter, Conc, Det B1 Modified 12.25” thick, was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction and is reasonable when compared to similar work on the project and the local region.

Pavement placement was gapped out at several locations to maintain traffic for driveways and median crossovers. When this gapping occurs additional work is required to maintain traffic at an adjacent location. Furthermore, additional joints and work is necessary on the mainline pavement at the gapped location. The cost for the extra item, Pavt Gapping, was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction and compares with MDOT’s Average Unit Price Index.

Reflective markers for bridge barrier walls are required by specification. These markers enhance visibility of the wall and improve safety for the motoring public. Reflective markers were omitted during the design phase of the project and were added by the project office. The extra cost for Reflective Marker, Permanent Barrier was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction and compares favorably to MDOT’s Average Unit Price Index.

Several areas were required to be restored to original condition, which was originally grass sod in nature. These areas were restored with sodding material and related items. Additionally, the sodding provided soil erosion protection for late season work. Fertilizer and topsoil were necessary for preparation of the ground prior to placement of the sod. Sodding was then placed and appropriately watered to aid in establishment of the grass sod. The cost for the extra items, Fertilizer, Chemical Nutrient, CI A; Sodding; Topsoil Surface, Furn, 3 inch; and Water were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction and compare favorably to MDOT’s Average Unit Price Index.

Section 103.4 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This extra was recommended for approval by the State Transportation Commission at its January 27, 2005 meeting, and is now recommended for approval by the State Administrative Board on February 1, 2005.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life. For a more detailed explanation, please see individual explanations above.

Funding Source: FHWA., 90%; State Restricted Trunkline, 8.92%, City of Allen Park, 0.01%; City of Taylor, 1.07%

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low-bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48180, 48101.

114. **Overrun 2005 - 06**

Control Section/Job Number: 14555-74959A Local Project

State Administrative Board - This project exceeds the 10% Ad Board limit for reviewing overruns.

State Transportation Commission - This project exceeds the 15% Commission limit for reviewing overruns.

Contractor: Michigan Paving & Materials Co.
P.O. Box 787
Belleville, MI 48111-0787

Designed By: Consultant
Engineer's Estimate: \$77,093.00

Description of Project:

0.46 mi of resurfacing including cold milling hot mix asphalt surface, hot mix asphalt surfacing, drainage structure covers, and pavement markings on South East Street from Johnson Street to State Street in the village of Cassopolis, Cass County.

| | | |
|---|---------------------------|------------------------|
| Administrative Board Approval Date: | August 5, 2003 | |
| Contract Date: | August 29, 2003 | |
| Original Contract Amount: | \$70,012.75 | |
| Total of Overruns/Changes (Approved to Date): | 7,001.27 | + 10.00% |
| Total of Extras/Adjustments (Approved to Date): | 0.00 | + 0.00% |
| THIS REQUEST | <u>10,569.90</u> | + <u>15.10%</u> |
| Revised Total | <u>\$87,583.92</u> | + 25.10% |

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 10.00% over the original budget for an **Authorized to Date Amount** of \$77,014.02.

Approval of this overrun will place the authorized status of the contract 25.10% or \$17,571.17 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request allows payment for the following increases to the contract:

| | | |
|---------------|---------------------------|---------------------------|
| Hand Patching | 70.466 Ton @ \$150.00/Ton | <u>\$10,569.90</u> |
| Total | | <u>\$10,569.90</u> |

Reason(s) for Overrun(s):

The milling operation exposed a previously unknown utility trench backfill section of roadway. The existing trench was partially excavated in order to provide a more adequate pavement section. The excavated material was replaced with hand patching asphalt material to provide more appropriate roadway support and thickness.

The Hand Patching work item is an original contract pay item. The overrun cost is computed by calculating the contract bid price with the necessary quantity.

This Overrun was recommended for approval by the State Transportation Commission at its January 27, 2005 meeting, and is now recommended for approval by the State Administrative Board on February 1, 2005.

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items.

Benefit: The public benefits from the project being constructed to the published standards.

Funding Source: FHWA, 76.80%; City of Cassopolis, 23.20%

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

Cost Reduction: The price has been fixed by contract.

Selection: Low-bid.

New Project Identification: This is an existing project already under contract.

Zip Codes: 49031.

115. **Overrun 2005 - 07**

| | | |
|-----------------------------------|---|----------------------|
| Control Section/Job Number: | 17555-58430A | Local Agency Project |
| State Administrative Board - | This project exceeds the 10% Ad Board limit for reviewing overruns. | |
| State Transportation Commission - | This project exceeds the 15% Commission limit for reviewing overruns. | |
| Contractor: | Payne & Dolan, Inc. P O Box 351 Gladstone, MI 49837 | |
| Designed By: | Local Agency | |

Engineer's Estimate: \$ 1,508,004.96

Description of Project:

6.3 mi of rehabilitation including cold milling hot mix asphalt surface, concrete joint repairs, trenching, drainage improvements, intersection improvements, driveway approach improvements, hot mix asphalt and aggregate shoulders, hot mix asphalt surfacing, guardrail improvements and pavement markings on Mackinac Trail from 3 Mile Road southerly to 9 Mile Road in Soo and Dafter Townships, Chippewa County.

| | | |
|---|------------------------------|------------------------|
| Administrative Board Approval Date: | July 1, 2003 | |
| Contract Date: | July 3, 2003 | |
| Original Contract Amount: | \$1,398,563.02 | |
| Total of Overruns/Changes (Approved to Date): | 139,856.30 | + 10.00% |
| Total of Extras/Adjustments (Approved to Date): | 12,071.83 | + 0.86% |
| THIS REQUEST | <u>298,507.33</u> | + <u>21.34%</u> |
| Revised Total | <u>\$1,848,998.48</u> | + 32.20% |

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 10.86% over the original budget for an **Authorized to Date Amount** of \$1,550,491.15.

Approval of this overrun will place the authorized status of the contract 32.20% or \$450,435.46 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request allows payment for the following increases to the contract:

| | | |
|----------------|-----------------------------|---------------------|
| HMA, 13A | 6,540.000 Ton @ \$32.45/Ton | \$212,223.00 |
| Aggregate Base | 4,511.500 Ton @ \$10.55/Ton | 47,596.33 |
| HMA Approach | 744.000 Ton @ \$52.00/Ton | <u>38,688.00</u> |
| Total | | <u>\$298,507.33</u> |

Reason(s) for Overrun(s):

Additional asphalt was required on the project due to existing conditions, which were worse than anticipated. In several areas the existing asphalt was in poor condition. These areas were removed and replaced with additional base material and asphalt. Additional base material and asphalt were also utilized to provide a more stable roadway in widened sections of the roadway as the existing roadway was not as wide. The pay items, HMA, 13A and Aggregate Base were used for this corrective work.

In order to meet the current roadway standards and provide a safe driving surface, additional asphalt was required at several project intersections. The additional asphalt allowed the proper roadway grade to be placed at the intersections to meet MDOT standards. Additionally, some of these intersections showed signs of excessive deterioration. The work item, HMA Approach, was used to correct roadway intersection grades and repair areas of existing deterioration.

All three work items are original contract pay items. The overrun cost is computed by calculating the contract bid prices.

This Overrun was recommended for approval by the State Transportation Commission at its January 27, 2005 meeting, and is now recommended for approval by the State Administrative Board on February 1, 2005.

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items.

Benefit: The public benefits from the project being constructed to the published standards.

Funding Source: FHWA, 39%; State Restricted Trunkline, 61%

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

Cost Reduction: The price has been fixed by contract.

Selection: Low-bid.

New Project Identification: This is an existing project already under contract.

Zip Codes: 49724.

116. **Overrun 2005 - 08**

Control Section/Job Number: 58071-72733A MDOT Project

State Administrative Board - This project exceeds the 10% Ad Board limit for reviewing overruns.

State Transportation Commission - This project exceeds the 15% Commission limit for reviewing overruns.

Contractor: Ajax Paving Industries, Inc.
P O Box 7058
Troy, MI 48007

Designed By: MDOT
Engineer's Estimate: \$444,003.16

Description of Project:

4.76 mi of hot mix asphalt cold milling and resurfacing, culvert end upgrades, drainage structure replacements and guardrail upgrades on M-125 (South Dixie Highway) from Lotus Drive northerly to the I-75 connector in Erie Township, Monroe County.

| | | |
|---|----------------------------|------------------------|
| Administrative Board Approval Date: | December 2, 2003 | |
| Contract Date: | December 23, 2003 | |
| Original Contract Amount: | \$487,162.71 | |
| Total of Overruns/Changes (Approved to Date): | 48,716.27 | + 10.00% |
| Total of Extras/Adjustments (Approved to Date): | 0.00 | + 0.00% |
| THIS REQUEST | <u>67,163.63</u> | + <u>13.79%</u> |
| Revised Total | <u>\$603,042.61</u> | + 23.79% |

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 10.00% over the original budget for an **Authorized to Date Amount** of \$535,878.98.

Approval of this overrun will place the authorized status of the contract 23.79% or \$115,879.90 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request allows payment for the following increases to the contract:

| | | |
|--------------------------|-----------------------------|---------------------------|
| Cold Milling HMA Surface | 1235.610 Ton @ \$13.00/Ton | \$16,062.93 |
| HMA, 5E1 | 1,460.020 Ton @ \$35.00/Ton | <u>51,100.70</u> |
| Total | | <u>\$67,163.63</u> |

Reason(s) for Overrun(s):

Additional funding was secured after project award, but before the start of project work, to extend the project limits by 3,400 feet to the Ohio State line. The controlling office was advised to extend the project limits to maximize funding and provide a better riding, homogeneous pavement to the state line in lieu of a roadway section in poor surface condition. The addition of work is an overall cost savings, as a supplemental project would have resulted in incurring additional costs (i.e., Mobilization, Minor Traffic Devices, etc.). Therefore, additional milling and resurfacing was completed on the 3,400 feet segment.

All work items are original contract pay items. The overrun cost is computed by calculating the contract bid prices with the necessary quantity.

This overrun was recommended for approval by the State Transportation Commission at its January 27, 2005 meeting, and is now recommended for approval by the State Administrative Board on February 1, 2005.

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items.

Benefit: The public benefits from the project being constructed to the published standards.

Funding Source: FHWA, 81.85%; State Restricted Trunkline, 18.15%

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

Cost Reduction: The price has been fixed by contract.

Selection: Low-bid.

New Project Identification: This is an existing project already under contract.

Zip Codes: 48133.

117. **Overrun 2005 - 09**

Control Section/Job Number: 73131-50635A MDOT Project

State Administrative Board - This project exceeds the 10% Ad Board limit for reviewing overruns.

State Transportation Commission - This project exceeds the 15% Commission limit for reviewing overruns.

Contractor: Saginaw Asphalt Paving Company
2981 Carrollton Road
Saginaw, MI 48604

Designed By: MDOT
Engineer's Estimate: \$151,913.03

Description of Project:

1.569 mi of hot mix asphalt cold milling and one course resurfacing on M-83 (Gera Road) from M-46 north to M-15 in Blumfield Township, Saginaw County.

| | | |
|---|----------------------------|-----------------------|
| Administrative Board Approval Date: | March 2, 2004 | |
| Contract Date: | April 20, 2004 | |
| Original Contract Amount: | \$136,292.70 | |
| Total of Overruns/Changes (Approved to Date): | 13,629.27 | + 10.00% |
| Total of Extras/Adjustments (Approved to Date): | 1,086.00 | + 0.80% |
| THIS REQUEST | <u>10,362.14</u> | + <u>7.60%</u> |
| Revised Total | <u>\$161,370.11</u> | + 18.40% |

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 10.80% over the original budget for an **Authorized to Date Amount** of \$151,007.97.

Approval of this overrun will place the authorized status of the contract 18.40% or \$25,077.41 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request allows payment for the following increases to the contract:

| | | |
|--------------|---------------------------|--------------------|
| HMA Approach | 65.844 Ton @ \$52.18/Ton | \$3,435.74 |
| HMA, 5E3 | 180.000 Ton @ \$38.48/Ton | <u>6,926.40</u> |
| Total | | <u>\$10,362.14</u> |

Reason(s) for Overrun(s):

The original contract item of HMA Approach was not set up with sufficient quantity to pave the intersection of M-15 and M-83 according to the project plans. The HMA approach quantity was underestimated during the design phase of the project.

Additional quantity of HMA, 5E3 was needed to build the project according to the project plans (typical sections). Due to the proximity of the shoulder asphalt to the existing guardrail the shoulders were removed in lieu of being cold milled, which most likely would have damaged the guardrail. This operation doubled the amount of HMA, 5E3 needed in the respective guardrail shoulder areas. Additional

HMA, 5E3 material was also required for a section of roadway on the south end of the project, which was slightly wider than shown on the plans. As such, additional asphalt was required to pave the project per the project typical sections.

Both of these work items are original contract pay items. The overrun cost is computed by calculating the contract bid prices.

This Overrun was recommended for approval by the State Transportation Commission at its January 27, 2005 meeting, and is now recommended for approval by the State Administrative Board on February 1, 2005.

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items.

Benefit: The public benefits from the project being constructed to the published standards.

Funding Source: State Restricted Trunkline, 100%

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

Cost Reduction: The price has been fixed by contract.

Selection: Low-bid.

New Project Identification: This is an existing project already under contract.

Zip Codes: 48734.

118. **Overrun 2005 - 10**

| | | |
|-----------------------------------|--|---------------|
| Control Section/Job Number: | 74555-58277A | Local Project |
| State Administrative Board - | This project exceeds the 10% Ad Board limit for reviewing overruns. | |
| State Transportation Commission - | This project exceeds the 15% Commission limit for reviewing overruns. | |
| Contractor: | L.J. Construction, Inc. 5863 S. Kingston Road Clifford, MI 48727 | |
| Designed By: | Consultant | |
| Engineer's Estimate: | \$1,720,585.50 | |

Description of Project:

11.26 km of aggregate surfacing, including culverts, guardrail and slope restoration on French Line Road, from M-53 easterly to Juhl Road, Marlette and Elmer Townships in Sanilac County.

| | | |
|---|-------------------------|-----------------------|
| Administrative Board Approval Date: | December 17, 2002 | |
| Contract Date: | January 31, 2003 | |
| Original Contract Amount: | \$1,687,125.00 | |
| Total of Overruns/Changes (Approved to Date): | 168,712.50 | + 10.00% |
| Total of Extras/Adjustments (Approved to Date): | 12,705.00 | + 0.75% |
| THIS REQUEST | <u>88,812.03</u> | + <u>5.26%</u> |

* Denotes a non-standard contract/amendment

| | | |
|----------------------|-----------------------|----------|
| Revised Total | <u>\$1,957,354.53</u> | + 16.01% |
|----------------------|-----------------------|----------|

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 10.75% over the original budget for an **Authorized to Date Amount** of \$1,868,542.50.

Approval of this overrun will place the authorized status of the contract 16.01% or \$270,229.53 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request allows payment for the following increases to the contract:

| | | |
|------------------|-------------------------|--------------------|
| Backfill, Swamp | 8798.149 m3 @ \$7.25/m3 | \$63,786.58 |
| Excavation, Peat | 5561.210 m3 @ \$4.50/m3 | <u>25,025.45</u> |
| Total | | <u>\$88,812.03</u> |

Reason(s) for Overrun(s):

Once work began on peat excavation, it was discovered that the area and depth of the peat material extended beyond what was anticipated during design. The original work item, Excavation, Peat, had to be increased accordingly to remove the poor soils, as peat material does not properly support a roadbed. The original work item Backfill, Swamp, is used to fill in areas of peat excavation. As a result of the increase in Excavation, Peat, the amount of Backfill, Swamp necessary to complete the project also increased above the original planned quantity.

Both of these work items are original contract pay items. The overrun cost is computed by calculating the contract bid prices.

This Overrun was recommended for approval by the State Transportation Commission at its January 27, 2005 meeting, and is now recommended for approval by the State Administrative Board on February 1, 2005.

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items.

Benefit: The public benefits from the project being constructed to the published standards.

Funding Source: FHWA, 80%; State Restricted Trunkline, 2%; Sanilac County, 18%

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

Cost Reduction: The price has been fixed by contract.

Selection: Low-bid.

New Project Identification: This is an existing project already under contract.

Zip Codes: 48453.

In accordance with MDOT's policies and procedures and subject to concurrence by the Federal Highway Administration, the preparation and award of the appropriate documents approved by the Attorney General, and compliance with all legal and fiscal requirements, the Director recommends for approval by the State Administrative Board the items on this agenda.

The approval by the State Administrative Board of these contracts does not constitute the award of same. The award of contracts shall be made at the discretion of the Director-Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contracts described in this agenda and authorize their award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of July 14, 2003.

Respectfully submitted,

Gloria J. Jeff
Director

SUPPLEMENTAL AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

T&NR Meeting: January 26, 2005 – North Central Conference Room,
4th Floor, Treasury Building, 3:30 PM

State Administrative Board Meeting: February 1, 2005 - 1921 Department of Conservation Room,
7th Floor, Mason Building, 11:00 AM

CONTRACTS

1. ***HIGHWAYS (Real Estate) – Right-of-Way Lease**
Contract (2004-0805) between MDOT, the International Bridge Administration (IBA), and Great Lakes Interlink, Inc., will provide for the occupancy and operation of a fiber optics cable, related equipment, and devices in the communication conduit running the length of the International Bridge by Great Lakes Interlink, Inc., and will give Great Lakes Interlink, Inc., access rights to the International Bridge Administration property located at the U.S. and Canadian Plaza. IBA will receive 10 percent of the gross revenue generated from the sale of fiber optic services to the public by Great Lakes Interlink, Inc. The lease contract will be in effect from the date of award through December 31, 2017. This is a revenue contract.

Purpose/Business Care: To provide Great Lakes Interlink, Inc., with space in the communication conduit of the International Bridge in Sault Ste. Marie, Michigan, for the occupancy and operation of a fiber optics cable.

Benefit: Rent will be 10 percent of gross revenue generated by Great Lakes Interlink, Inc.

Funding Source: N/A - revenue generating.

Commitment Level: Lease rate is structured at 10 percent.

Risk Assessment: If the lease contract is not approved, no revenue will be generated to IBA over the term of the lease contract.

Cost Reduction: N/A - revenue generating.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 49783.

In accordance with MDOT's policies and procedures and subject to concurrence by the Federal Highway Administration, the preparation and award of the appropriate documents approved by the Attorney General, and compliance with all legal and fiscal requirements, the Director recommends for approval by the State Administrative Board the items on this agenda.

The approval by the State Administrative Board of these contracts does not constitute the award of same. The award of contracts shall be made at the discretion of the Director-Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contracts described in this agenda and authorize their award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of July 14, 2003.

Respectfully submitted,

Gloria J. Jeff
Director